

THE ARCHITECT & BUILDING NEWS

In this issue

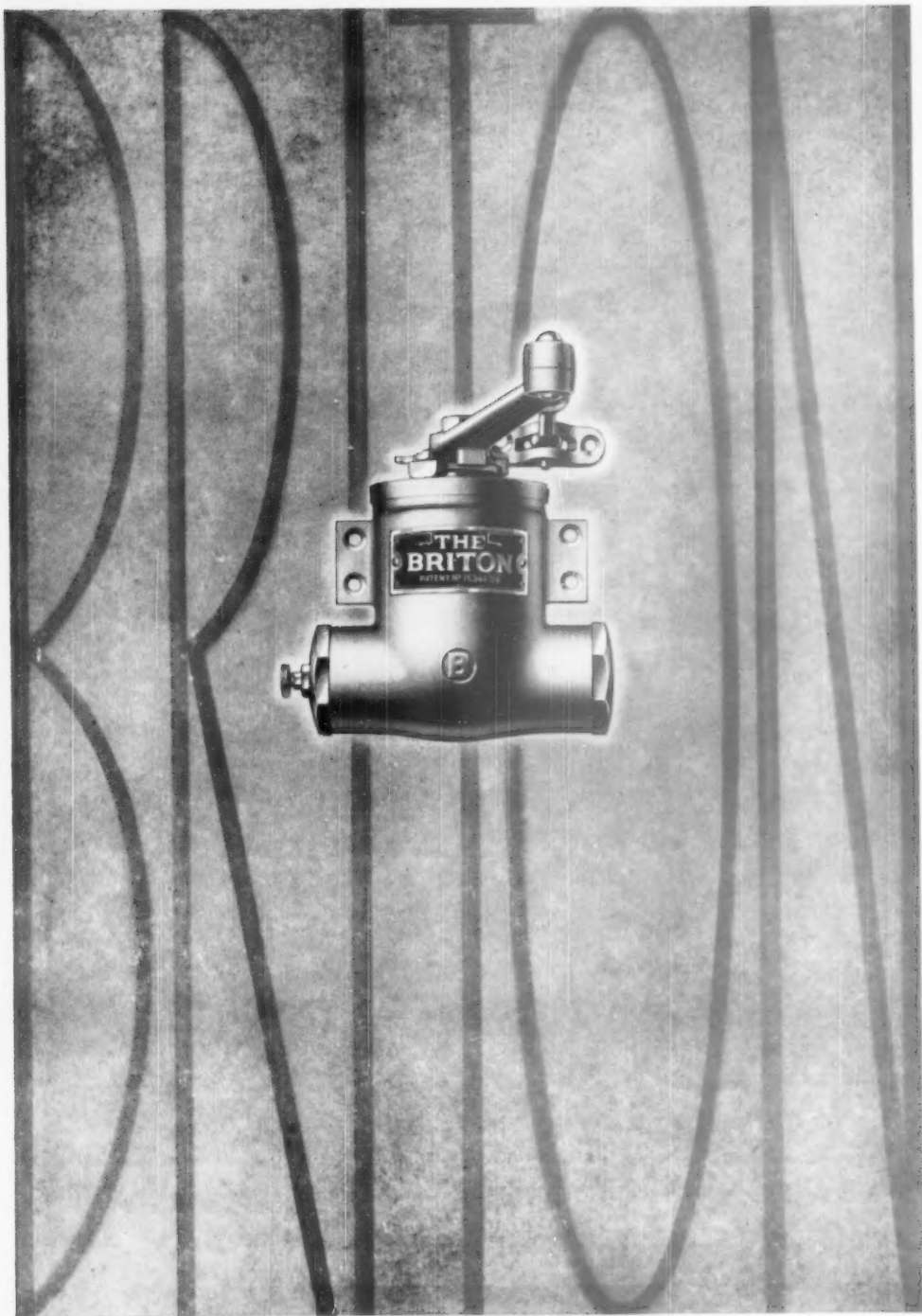
- TERRACE HOUSES, STRAND ON THE GREEN
- RECVLVER LOOK-OUT
- INFORMATION DIGEST

JUNE 30, 1950

VOL 197

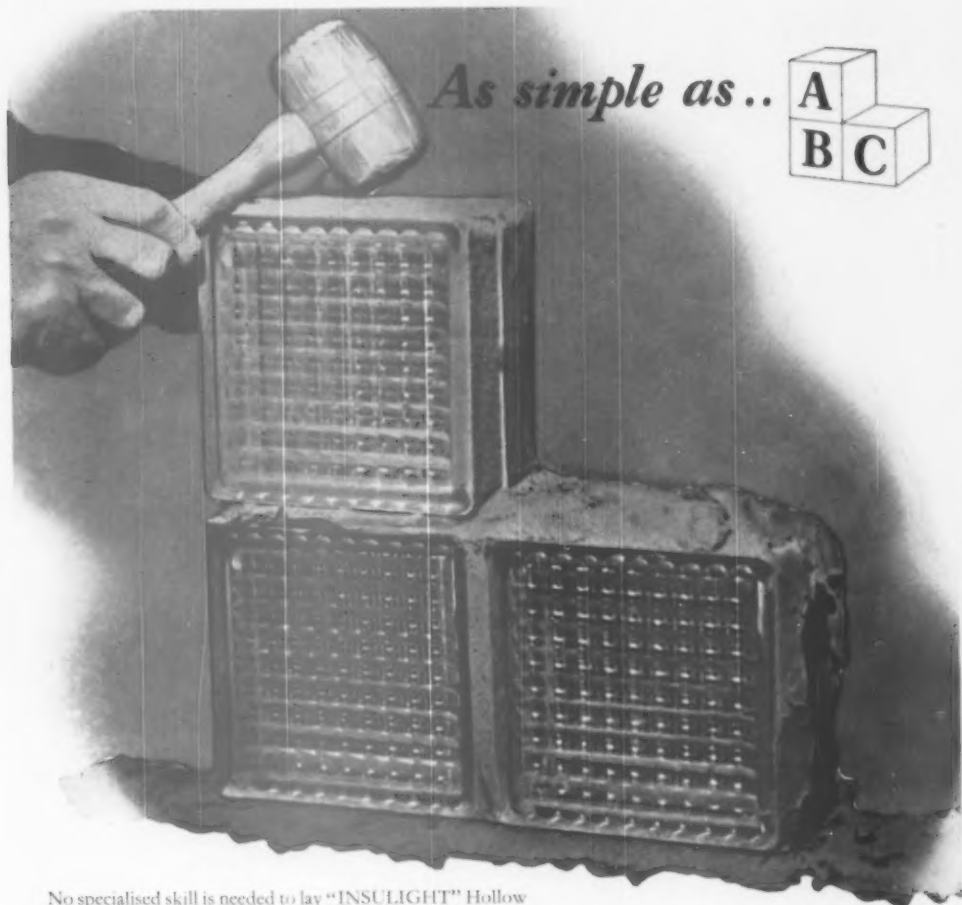
NO 4254

ONE SHILLING WEEKLY



ESTABLISHED OVER 200 YEARS

WM. NEWMAN & SONS, LTD., OF HOSPITAL STREET, BIRMINGHAM 19
INVITE ARCHITECTS TO INSPECT THEIR DISPLAY OF DOOR SPRINGS, FLOOR SPRINGS, ETC.
RECENTLY PLACED ON VIEW IN THE BUILDING CENTRE, 9 CONDUIT STREET, LONDON, W.1.



No specialised skill is needed to lay "INSULIGHT" Hollow Glass Blocks. They are laid exactly like bricks with mortar. Where daylight with privacy is wanted and thermal insulation is desirable, specify

"INSULIGHT"

Hollow Glass Blocks

Supplies are available through the usual trade channels. "INSULIGHT" is the British registered trade mark of Pilkington Brothers, Ltd.

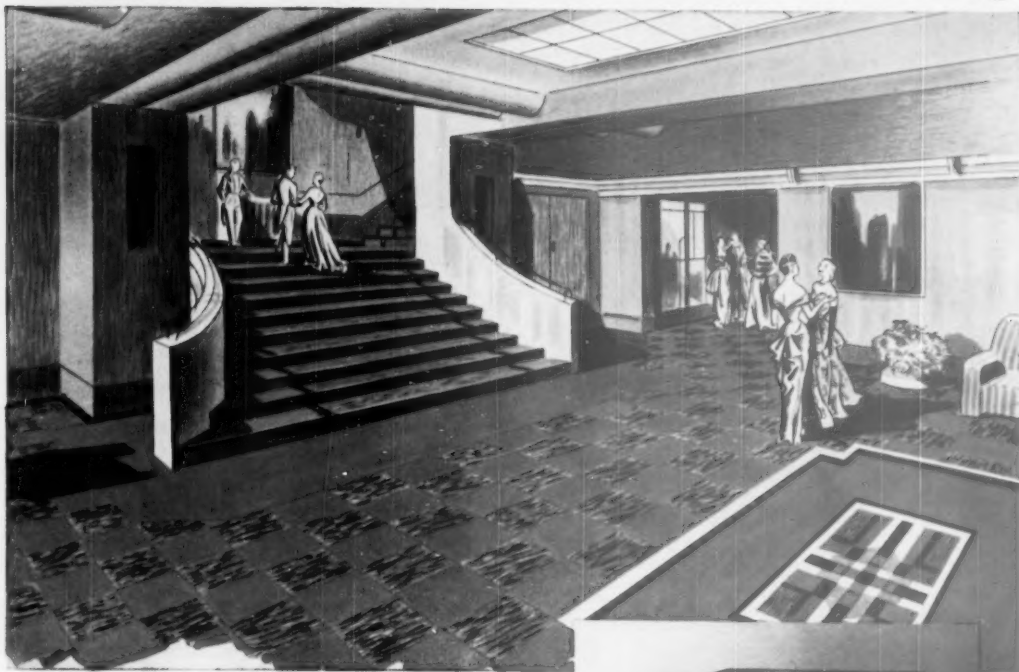
Architects and Architectural Students are invited to consult our Technical Sales and Service Department at St. Helens, or our West End Office at Selwyn House, regarding the properties and uses of glass. Head Office and Works: St. Helens, Lancashire. Telephone: St. Helens 4001. West End Office and Showrooms: Selwyn House, Cleveland Row, St. James's, S.W.1. Telephone: Whitehall 5672-6.

Send for the free booklet giving fixing details for "INSULIGHT" Hollow Glass Blocks.



PILKINGTON BROTHERS LIMITED

NORTH BRITISH RUBBER Flooring

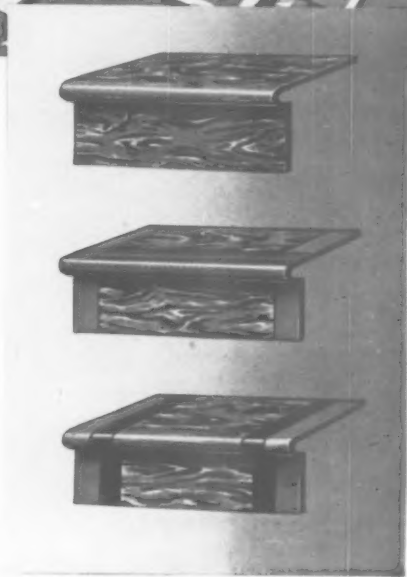


Perfect response to modern treatment

North British Rubber Flooring remains the most adaptable, most responsive of modern floor coverings. Standards of quality are as high as ever, and the large range of colourings gives you exceptional scope for bright or subtle treatment. A colour chart is available.

Combined Stair Tread Nosing and Riser

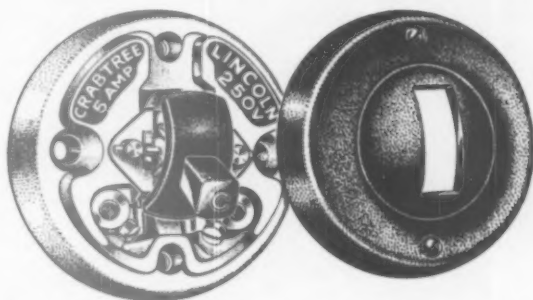
The famous North British combination stair covering (tread, nosing and riser moulded and vulcanised in one unit) has proved its worth, particularly where there is heavy and continuous traffic. A number of designs are available, and white guide lines and nosings for Theatre and Cinema stairs can be incorporated. North British rubber stair covering is also available with separate nosings in a wide variety of designs and colours.



The North British combination stair covering is available in a number of designs and colours.

THE NORTH BRITISH RUBBER COMPANY LIMITED, CASTLE HILLS, EDINBURGH HEATHNALL, DUNFRIES
London: 204 205, Tottenham Court Road, London, W.1

"OLD FRIENDS ARE THE BEST FRIENDS"



The "LINCOLN" Switch

Have you ever examined the mechanism of a "Lincoln" Switch? A detailed inspection will reveal that all pivotal and bearing surfaces are bronze-to-brass—a feature which, by reducing friction to a minimum, prolongs the working life of the switch to a maximum. You will find, too, that all moving surfaces in pressure contact with each other are radius-edged—a unique feature of the "Lincoln." The inherent quality of the "Lincoln" Switch will be apparent, even before, you remove the

cover; but we would particularly like you to notice its silky yet emphatic action; the lively resilience of its contacts; and that pride in craftsmanship which has made each component, however small, a finished product in its own right. These are some of the reasons why millions of installations throughout the world are controlled by Crabtree "Lincoln" Switches and why, after twenty years of unfailing service, the "Lincoln" is still the first choice of the discriminating engineer.



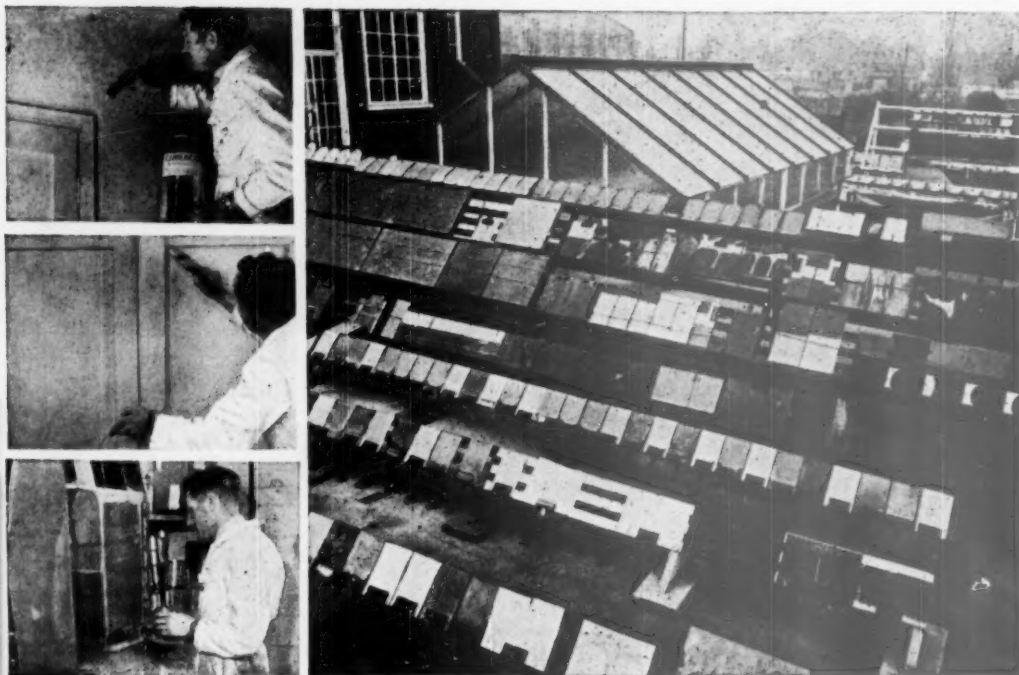
Switch Movement

CRABTREE

A name synonymous with Progress in Accessories and Switchgear

"Crabtree" (Registered)

C.633/26, Advt. of J. A. Crabtree & Co. Ltd., Walsall, Staffs, England



Everything under Control...

One of the major post-war problems of the Decorator, Builder or Architect is to find a really durable finish—one that goes further and lasts longer. We believe in giving the customer what he wants. On the roof of our Kingston factory samples of paint on various materials are exposed for months—indeed years—to the rigours of the English climate. Those samples that stand up best are developed and, if possible, improved. Also, Cerrux Decorative finishes are tested by men who know how to handle a brush and we give to their reports the same attention as we do to the scientific data supplied by our Chemists.

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DECORATIVE PAINTS



CELLON
Aircraft
Finishes



CERRIC
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Finishes



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Paints



CERRUX
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CVR-634

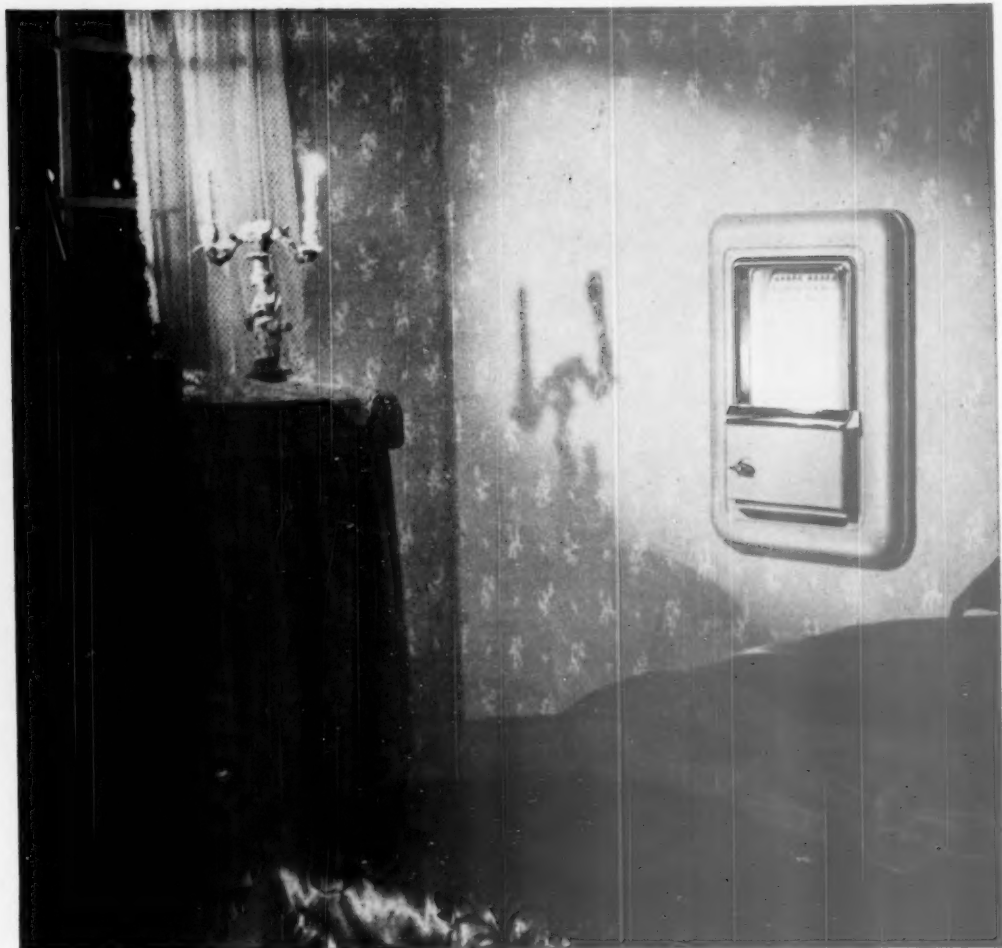


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For Building Schemes . . .

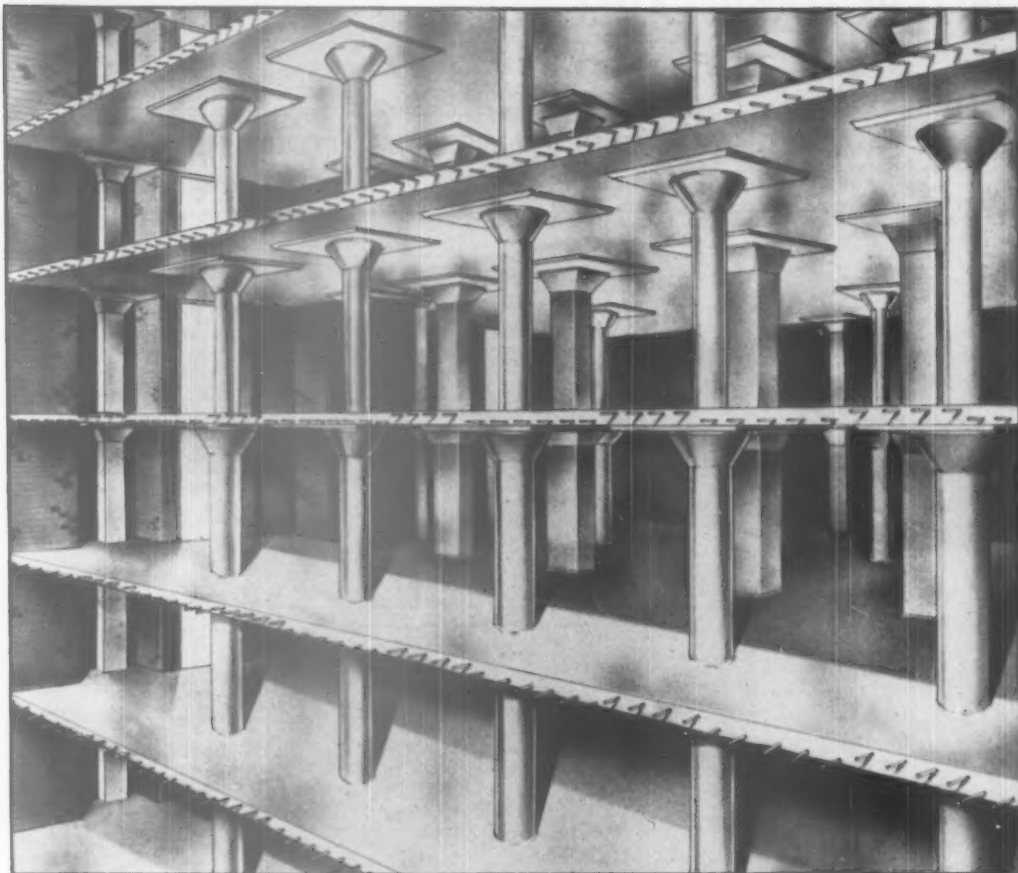


The Lutello panel is designed to heat small rooms. An efficient 'neat' gas fire, it is silent and fitted with a governor. No separate surround is needed; installation in the recess is cheap and easy. It represents the less expensive of quality fires made by Bratt Colbran.

Bratt Colbran

SPECIALISTS IN ALL FORMS OF HEATING

BRATT COLBRAN LIMITED, 10 MORTIMER STREET, LONDON, W.1. Tel: MUSEum 9411



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FOR MESSRS. JOYNSONS LTD.

A. NEVILLE HOLT, F.R.I.B.A.
ARCHITECT, LIVERPOOL

MUSHROOM CONSTRUCTION

FOR ABOVE WAREHOUSE, SUPERIMPOSED LOADING 336 lbs. per sq. ft.
6 FLOORS & ROOF COMPLETED IN APPROX. 9 MONTHS

DESIGN • REINFORCEMENT • FIXING • SUPERVISION
BY

GRIP STEEL BAR CO. LTD.

REINFORCED CONCRETE SPECIALISTS

GREEN LANE PRINCESS STREET
MANCHESTER I GRAMS
PHONES ARDWICK 1962, 4095 MONOLITHIC

INTERCHANGEABLE LINE & LETTER SIGNS

For every Purpose

ALL SIGNS ARE MADE TO INDIVIDUAL REQUIREMENTS
AND TO SUIT ALL CONDITIONS AND ARCHITECTURAL DESIGNS

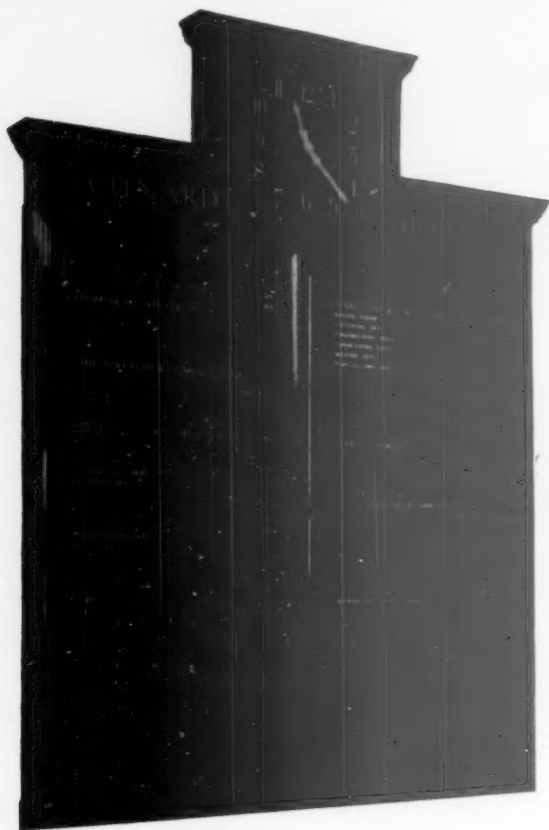


ILLUSTRATION SHOWS BRONZE METAL SURROUND WITH
HINGED GLAZED SASHES, ENCLOSING OFFICE DIRECTORY

— BY —

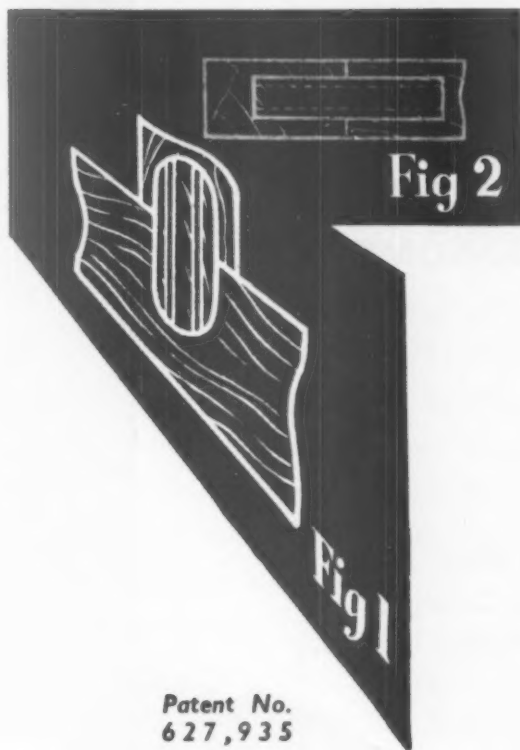
BETTERWAYS LTD

WORTON WORKS, WORTON ROAD
ISLEWORTH, MIDDLESEX

Telephone : Hounslow 2100



A *New* APPROACH TO DOOR CONSTRUCTION



The Norris Patent Joint is economical to produce yet affords an even stronger joint than the usual mortise and tenon. Fig. 1 is a half section of the standard form across the sectional plan of Fig. 2.

Our production costs on doors are now such that our quotation against **your** requirements would prove more than interesting.

Patent No.
627,935

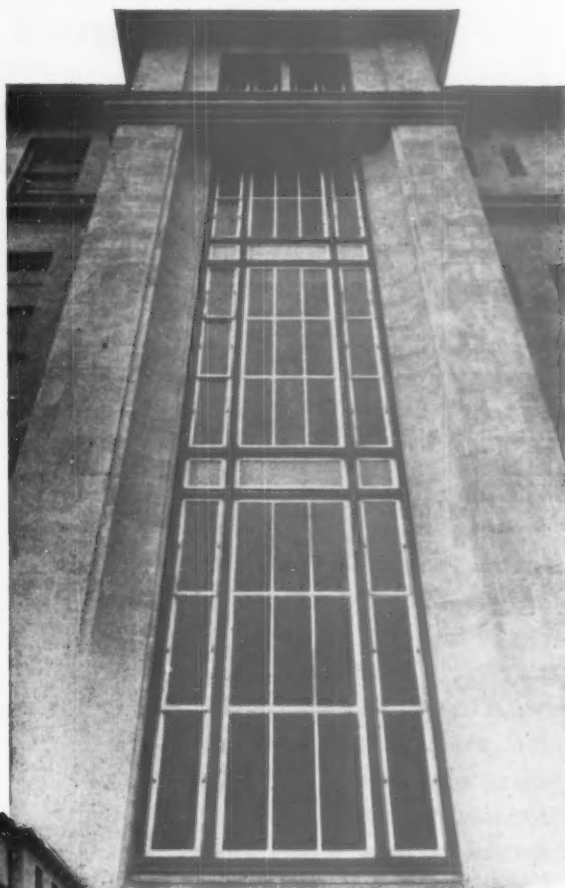


C. W. NORRIS LTD
Farnworth, Bolton, LANCs
TELEPHONE: FARNWORTH 363-4-5

RUSTPROOFED PURPOSE-MADE STEEL WINDOWS

**WITH ORNAMENTAL
BRONZE SURROUNDS,
MULLIONS AND
TRANSOMES**

New Wing,
Christ College,
Cambridge University



ARCHITECTS

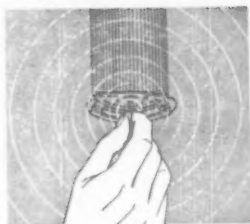
Professor A. E. Richardson, R.A., F.R.I.B.A.
and E. A. S. Houfe, F.R.I.B.A.

31 Old Burlington Street, London, W.1

JOHN THOMPSON BEACON WINDOWS
LIMITED **WOLVERHAMPTON**

 STANMORE EXPERIMENT COMPLETELY SUCCESSFUL

Comfort throughout the house at a touch



There could hardly be a better test of satisfactory whole-house warming than that of uniformity of temperature, in all parts of the house. The Stanmore findings on this score were surprisingly good. The mean recordings, taken over a nine-month test in all weather conditions, showed a variation from thermostat settings in any room of as little as 2°F on the horizontal plane and 6°F on the vertical.

Details of the Stanmore experiment have been published and will be gladly sent to enquirers. Meanwhile we cordially invite architects, housing authorities and others—especially those concerned with appliances suitable for smokeless zones—to visit the Stanmore houses.

But please apply first for an appointment to Radiation Ltd., Aston, Birmingham 6, telephone: Birmingham East 1752, or 7/8 Stratford Place, London, W.1., telephone: MAYfair 6462.

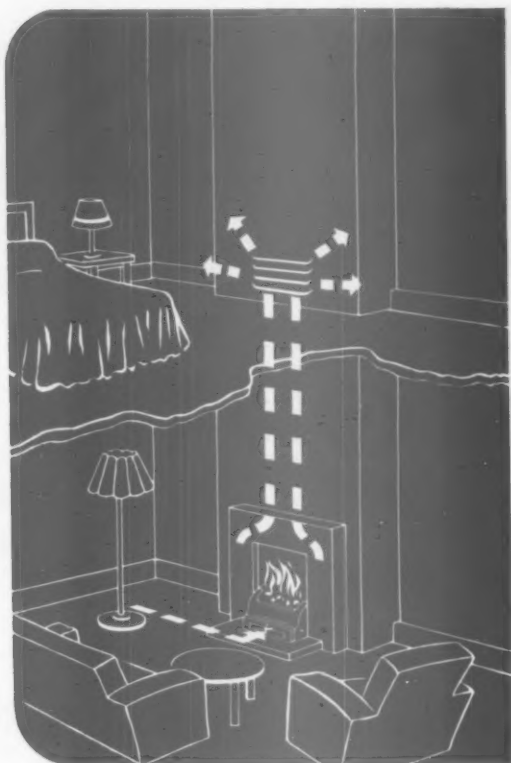
Whole-house warming
by Radiation ducted air

Notes on REPAIRING REINFORCED CONCRETE GROUND FLOORS

- 1 After many years' wear a floor may become badly worn in parts, due to heavy trucking or dropping heavy objects.
 - 2 The part affected should be marked out in chalk as a square or rectangle.
 - 3 The concrete may be broken out, using hand tools or pneumatic picks, but the edge must always be carefully trimmed vertical by hand.
 - 4 The formation is carefully rammed and a layer of waterproof paper is laid to prevent loss of water from the concrete into the formation which is often very dry.
 - 5 Care must be taken to leave some reinforcement projecting from the surrounding floor and a layer of high tensile steel wire fabric is then placed and supported one inch from the bottom of the slab to lap up with it.
 - 6 The concrete is made in the proportions of 1 cwt. cement to $2\frac{1}{2}$ cu. ft. of fine aggregate and 5 cu. ft. of coarse aggregate and no more water than required to make a plastic workable concrete.
 - 7 Immediately before concreting, the edges of the hole are well swilled with water and coated with 1:2 cement mortar.
 - 8 The concrete is well worked into the cement mortar, thoroughly consolidated and screeded off level.
 - 9 After the concrete has set, it should be covered with damp sand for seven days.
 - 10 When the floor must be put into service immediately high-alumina cement is used, and after setting the concrete must be kept moist for twenty-four hours.
-

BRC
WELDED FABRIC

THE BRITISH REINFORCED CONCRETE ENGINEERING CO. LTD., STAFFORD
London, Birmingham, Bristol, Leeds, Leicester, Manchester, Newcastle, Sheffield, Cardiff, Glasgow, Dublin, Belfast



The SOFONO Convector Fire

ONE FIRE HEATS 2

OR MORE ROOMS

IT heats up to 100% MORE ROOM SPACE.

Compare its 60% fuel efficiency with the 30% efficiency of the ordinary fire. The Sofono Convector will heat a living room by radiation and up to two bedrooms by clean warm air. The boiler will supply ample hot water for all domestic needs. It saves money, burning most solid fuels and fully controllable for fast heating or overnight burning. Gas ignition optional.

This new Sofono development in domestic comfort fulfils every modern requirement.

Suitable for installation in new houses or conversions, it is simple and clean in operation and finished in an attractive choice of colours in vitreous enamel.

Write for fully illustrated Brochure.



GRANGEMOUTH IRON CO. LTD., FALKIRK

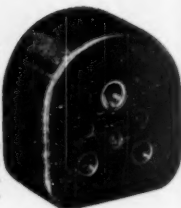
ELECTRICAL ACCESSORIES & CONTROL GEAR**"SANDERS"****SAFETY SOCKETS**

Surface type to B.S. 546 incorporating a shutter covering the live tubes when the plug is withdrawn. Available in three sizes, 2 amp., 5 amp., and 15 amp. Walnut or White. Sockets and Plugs complete.

List No.	Amps.	List Price
TA/OF. 302	2	28/- doz.
TA/OF. 305	5	34/4 doz.
TA/OF. 315	15	46/8 doz.

Prices for Walnut finish.

Catalogue 138 relates.

**"SANDERS SHUTTERLOCKED"****SWITCH SOCKETS**

Surface type 5 amp. and 15 amp. single and double pole switches. Walnut and White available. Patented feature prevents insertion of plug whilst switch is in the "on" position.

List No.	Amps.	List Price
LB/OF. 305 S.P.	5	5/5 each
LB/OF. 315 S.P.	15	8/- each
LB/OF. 2305 D.P.	5	5/9 each
LB/OF. 2315 D.P.	15	9/- each

Prices for Walnut finish.

Catalogue 138 relates.

**"SANDERS"****INDUSTRIAL SWITCH SOCKETS
B.S. 546 SOCKET DIMENSIONS**

In cast iron boxes with metal plates, intended for surface mounting and direct conduit entry. It is recommended that these Switch Sockets should be used with unbreakable plugs described on this page. Available only with double pole switches in 5 amp. and 15 amp. sizes. Plugs not included.

List No.	Amps.	List Price
DV. 2305	5	7/- each
DV. 2315	15	10/- each

Catalogue 138 relates.

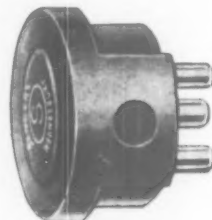
**"SANDERS"****UNBREAKABLE PLUG**

In ratings of 5 amp. and 15 amp. for use with sockets to B.S. 546.

Extensively used industrially, but with applications in certain domestic situations. 5 amp.

List No. UP. 305. List price 21/- DOZEN. 15 amp. List No. UP. 315. List price 30/- DOZEN.

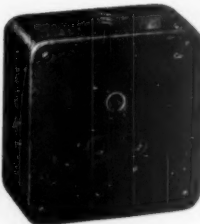
Folder 145 relates.

**SOCKETS****TO B.S. 546 DIMENSIONS**

With flush fitting metal plates. For surface mounting and direct conduit entry.

List No.	Amps.	List Price
BZ. 305	5	3/4 each
BZ. 315	15	4/4 each

Catalogue 138 Relates.

**SOCKETS TO B.S. 546
FOR FLUSH MOUNTING.
WALNUT FINISH**

List No.	Amps.	List Price (Excluding Plugs)
KD. 302	2	26/8 doz.
KD. 305	5	28/8 doz.
KD. 315	15	36/4 doz.

AS ABOVE BUT METAL PLATES (B.M.A. FINISH)

ZE. 302	2	38/- doz.
ZE. 305	5	39/8 doz.
ZE. 315	15	62/8 doz.

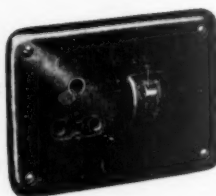
Catalogue 138 relates.

**DOUBLE POLE
SWITCH SOCKETS**

FOR FLUSH MOUNTING, WITH METAL PLATES
(B.M.A. FINISH)

List No.	Amps.	List Price (Excluding Plugs)
MA. 2305	5	6/4 each
MA. 2315	15	9/4 each

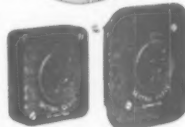
Catalogue 138 relates.

**FUSED
CLOCK CONNECTORS**

These connectors are exceptionally small and neat, the total projection of the surface type complete being only 1/2". The plug which carries the fuse is locked when turned into the "on" position.

List No.	Description	List Price
TA/OF. 22	Square surface, Walnut	26/4 doz.
KD/OF. 22	Square flush, Walnut	29/4 doz.
BKD/OF. 22	Circular, sunk, White	32/- doz.

Catalogue 138 relates.



PRICES ABOVE ARE BASIC PRICES WHICH AT PUBLICATION DATE BEAR AN ADVANCE OF 110%

SANDERS
WEDNESBURY

WM. SANDERS & CO. (WEDNESBURY) LTD., WEDNESBURY, STAFFS.

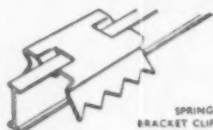
SPECIFY 'Rufflette' CURTAIN SUSPENSION SYSTEMS

BRAND

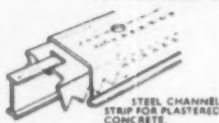
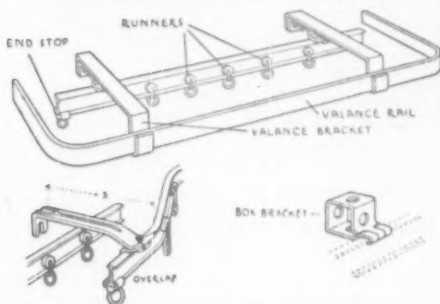
'Rufflette' brand RECESSED CURTAIN RUNWAY

'Rufflette' brand Recessed Curtain Runway is a permanent and integral part of building construction. It is inexpensive and simple to fit into wood, plastered or fair-faced concrete lintels. The runway is held rigidly in position by a patent spring clip without screws and is a concealed and a permanent fitting.

FOR WOOD OR FAIR-FACED CONCRETE

SPRING
BRACKET CLIPSHOWING SPRING BRACKET
IN POSITION IN WOOD OR
FAIR-FACED CONCRETE

FOR PLASTERED CONCRETE LINTELS

STEEL CHANNEL
STRIP FOR PLASTERED
CONCRETESHOWING STEEL CHANNEL
STRIP IN
PLASTERED CONCRETE LINTEL

'Rufflette' brand

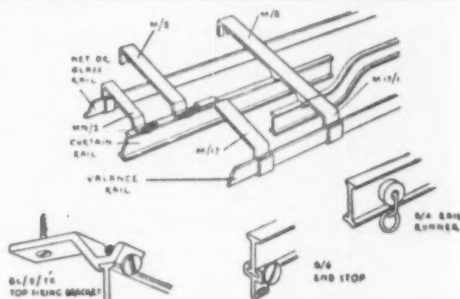
B/L CURTAIN RUNWAY

This runway has been specially designed for wood frame windows. The construction is of heavy extruded brass, with top or face fixing brackets made specially for quick fitting and is therefore a valuable time-saving device. For strength, durability and easy running specify 'Rufflette' brand B/L Curtain Runway.

'Rufflette' brand

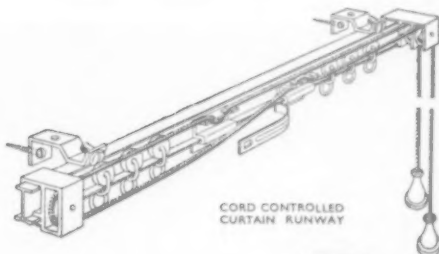
M SERIES RUNWAY FOR METAL WINDOWS

The special feature of this runway is the use of extension supports from the main runway for the valance and net curtain rails; this reduces the number of main supports needed and minimises drilling. 'Rufflette' brand M Series Curtain Runway can be fitted to any shape window straight or curved. The 'Rufflette' M Series Curtain Runway is specially designed for quick and easy fitting to metal windows.



1/4\"/>

1/4\"/>

CORD CONTROLLED
CURTAIN RUNWAY

'Rufflette' brand

CORD CONTROLLED CURTAIN RUNWAY

For smooth and trouble-free operation the 'Rufflette' brand Cord Controlled Curtain Runway is recommended for use in large establishments such as hotels, residences and offices where curtains receive constant usage. It is of simple construction and quickly fitted without dismantling. 'Rufflette' brand Cord Controlled Curtain Runway will fit all straight windows.

'Rufflette' BRAND

MANUFACTURED BY THOMAS FRENCH & SONS LTD., CHESTER ROAD, MANCHESTER 15
 FACTORIES: Manchester, Wythenshawe, Fall River, Mass., U.S.A. LONDON OFFICE: 156-162 Oxford Street, W.1

Also at BRITISH EMPIRE BUILDING, NEW YORK CITY, and 75, VICTORIA SQUARE, MONTREAL

MARRYAT-SCOTT LIFTS

"Within its 220 pages can be found most of the information necessary to those intending installation of a lift."

Architect & Building News

"A really useful contribution to the literature of its subject."

Engineering



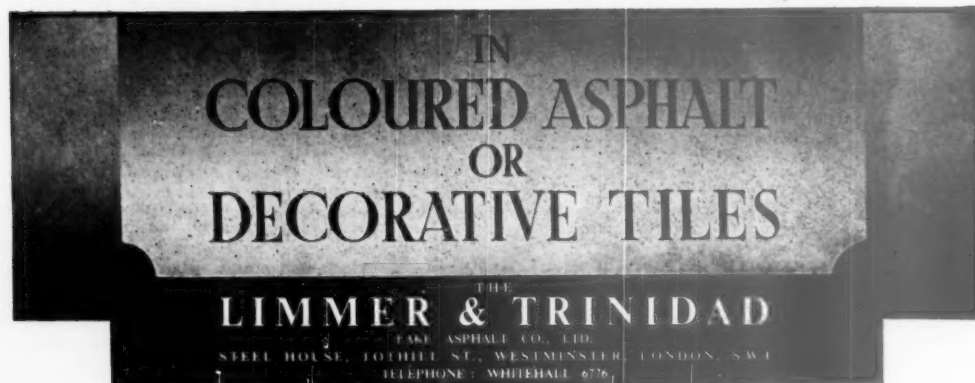
Supplies of this book are strictly limited but are available free to practising Architects and Surveyors on request to any of our offices.

MARRYAT & SCOTT LTD.,
The Lift Manufacturers
Wellington Works, Hounslow, Middlesex.

LONDON, 40 Hatton Garden • BIRMINGHAM, 41 Water St. • LIVERPOOL, 15 Tithebarn St. • BRIGHTON, North St.
BRISTOL, 29 Orchard St. • CARDIFF, 67 Queen St. • BRADFORD, 154 Harris St. • EXETER, 22 Oakfield Rd.
PLYMOUTH, 27 St. Andrew St. • CHELTENHAM, 107 St. George's Rd. • BELFAST, 6/7 Queen St. • DUBLIN, 7/8 Eden Quay



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OR
DECORATIVE TILES

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LIMMER & TRINIDAD

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TELEPHONE: WHITEHALL 6776

WILD



*Builders
Elevators
now reach still
higher levels!*

—and raise over
2,000 bricks in an hour

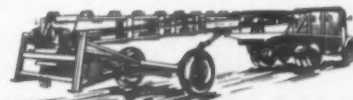
Standard "Wild" Elevator in use at a housing site. Note the mortar buckets.

(Inset above). How "Wild" Elevators handle mixed loads of prefabricated units, etc

For difficult site loading conditions, the "Wild" Conveyor can be attached to and used with either size of Builder's Elevator.

"Wild" Builder's Elevators are made in two sizes—the Standard Model, elevating to two storeys, and the larger Model, elevating to three. Both are readily transportable and have the same hourly capacity—2,000 bricks: 4,000 slates: 1,000 breeze blocks. The 30-ft. machine is specially suited for tiling.

The "Wild" 30-ft. Elevator can reach the third storey of a building with ease.



The "Wild" 30-ft. Elevator is easily towed behind a lorry.

PRICES STANDARD ELEVATOR £253 (delivered free nearest siding, within 200 miles of our works.)
30-FT. ELEVATOR ... £368

MANUFACTURED BY

M. B. WILD & CO. LTD., 50 PALL MALL, LONDON, S.W.1

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WARDOUR STREET
LONDON, W.1



SHOWERS FOR FACTORIES, SCHOOLS, AND PUBLIC BATHS, ETC.

There is a suitable GUMMER shower for every purpose—Pit Head Baths, School Gymnasias, Public Slipper and Swimming Baths, Cotton Mills, Chemical Works, Iron and Steel Foundries, Football Grounds and Playing Fields, etc.

In all these, **TEMPERATURE CONTROL** is of vital importance—in fact it is the major responsibility of the Architect and of the Engineer in charge.

The GUMMER "**SECURITY**" Thermostatic Mixing Valve eliminates all scalding worries and will provide a control unit which is faithfully accurate in its response to the user's desires, lively in its rectificational duties, and confidently reliable in all its functions under any working conditions.

FOLDER NO. 1/46 containing full technical information will be sent on application to the manufacturers.

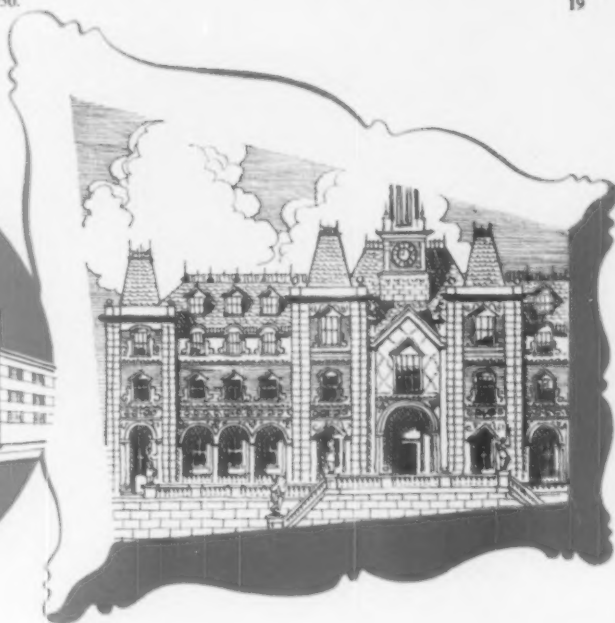
GUMMERS LTD., EFFINGHAM VALVE WORKS ROTHERHAM, YORKS

PHONE—R'HAM 1865-6-7.

ESTABLISHED 1875

TELEGRAMS—GUMMER ROTHERHAM

FUNCTIONAL



or Fanciful

Function and fancy are both satisfied by a Docker finish—the first by its protective strength, and the second by its pleasing shade. Whatever the scheme there is always a Docker Finish that has been “made for the job.”



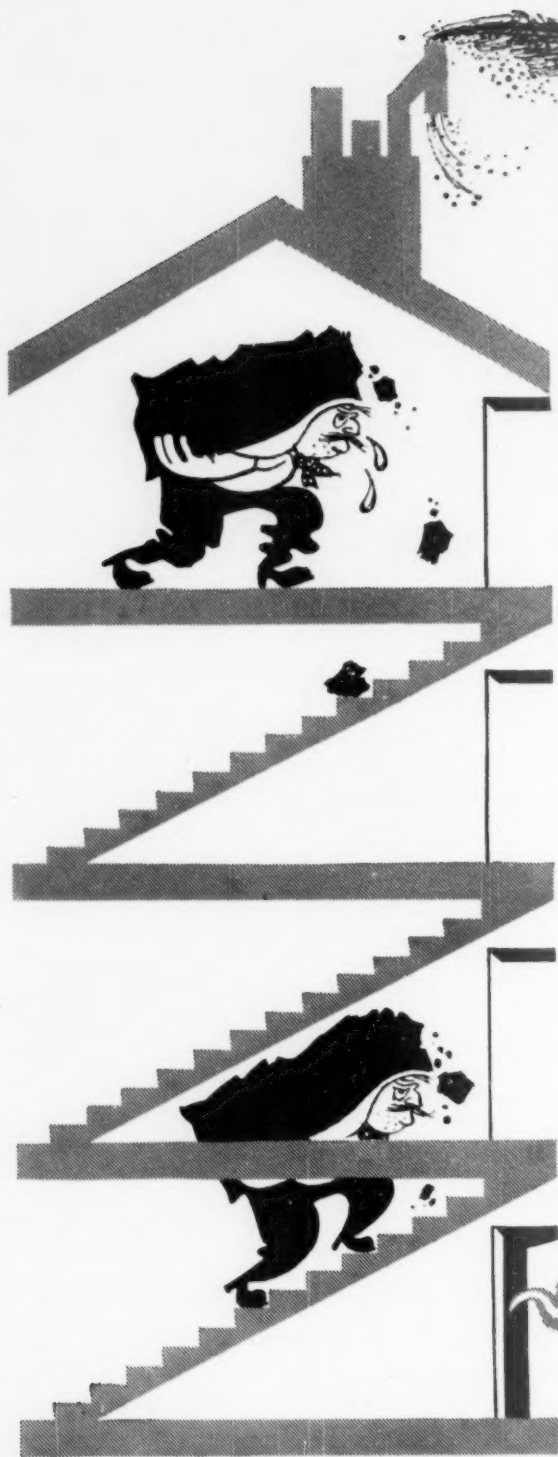
HERMATOR

Super Gloss Paint decorates, protects and preserves under the most arduous conditions. For interior decoration of the highest quality specify MUROLEUM Flat Oil Paint.



DOCKER BROTHERS
Makers of Paints, Lacquers and Varnishes for every purpose

LADYWOOD · BIRMINGHAM 16



FOOT POUNDS AND FOOT SLOGGERS

Scientists will tell you that over 30,000 foot-pounds of energy are required to raise a hundredweight of solid fuel from the ground floor to the second storey of a block of flats . . .

that is if the flats are of the out-of-date kind in which the fuel for heating water has to be humped upstairs, dust and all. Flat dwellers of the future will certainly not expect to inherit that inconvenience.

More, they will resent being limited to 30 gallons or so of hot water at a time, whereas with an Ascot they could have an instant and inexhaustible supply.

For these reasons far-seeing architects and local authorities are specifying Ascot Gas Water Heaters—which provide a hot water service in line with modern ideas.

ask

The Ascot technical department possesses wide experience of hot-water planning. Its officers are freely available for consultation.

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THE ARCHITECT & BUILDING NEWS

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THE GOWERS REPORT

THE Chancellor of the Exchequer's Committee on the preservation and use of houses of historic and architectural interest*, with Sir Ernest Gowers as its chairman, has presented a very useful and workmanlike report which should have considerable effect on the future. Apart altogether from the fact that the Report is well-presented and caters for the interest of specialist and general public alike and that it can be regarded as a model of clarity and completeness, it goes far towards solving some very vexed questions. The Government must not leave interest in this subject within the covers of this report—it must take action on the recommendations at the earliest date. We cannot afford to lose more of the cultural contributions of the past, even if, as a nation, we are poorer than we were.

It may be an ironical comment on recent history to find a Government-sponsored Committee considering it necessary to ask for wide measures of protection for great houses and for the owners of great houses, after successive Governments have seen fit to tax these same owners almost out of existence. It seems that it takes war and destruction to persuade us that preservation of fine and good things is an inherent and material part of culture. We have not yet quite got to the stage when posterity will say that this was the age when the power to produce fine and good contemporary work was so reduced that it had to fall back on the preservation of what was left of the past. But the stage is not far off; it may be that the Gowers Report is one means of showing us where we stand, not only in respect of the past, but *vis-à-vis* the future of architecture. Will, in other words, the future want to preserve our works also?

The Report assumes, with much justification, that an existing owner is the best custodian of a house and its contents and that it can be a national asset to conserve both his house and his interest in it. In this we are now lagging behind the methods of Italy and still

further behind the quite comprehensive financial and other aids adopted in France.

The ways and means suggested by the Gowers Committee for adoption in this country follow, in fact, to some extent, those in France; that, subject to certain conditions of occupancy and accessibility to the public, owner-occupiers of worthy houses should have special tax reliefs to ensure proper repairs and maintenance and reliefs from death duties on the maintained properties; that other and various reliefs be instituted for cases where the owner is not the occupier and that entertainments tax be not levied on admission charges to such houses.

Where properties of merit are in peril of falling into decay through inefficient or absence of ownership or for other reasons, the Committee suggests wide powers for the establishment of loans or grants for preservation and maintenance or for the acquiring of properties and the managing of them, with the right of designating suitable uses where residential use is found to be no longer possible.

The machinery by which all this is proposed to be moved is mainly by means of setting-up new statutory bodies (one for England and Wales and one for Scotland) charged with the duty of further preservation and maintenance. It is suggested that these bodies should be responsible (like the Arts Council) to the Chancellor of the Exchequer and be called "Historic Buildings Councils" (be it noted that here the Committee wisely sees fit to go further than "Houses"). The Councils would absorb certain existing government bodies; e.g., the National Buildings Record and cooperate closely with others, e.g., local authorities and the National Trust.

The Committee suggests also that the Councils shall take over the compilation of all lists of buildings of interest (now so long behind and lacking in completeness) and be responsible for guiding planning departments and local authorities in the exercise of functions related to listed or designated buildings. Both houses and their contents should be formally

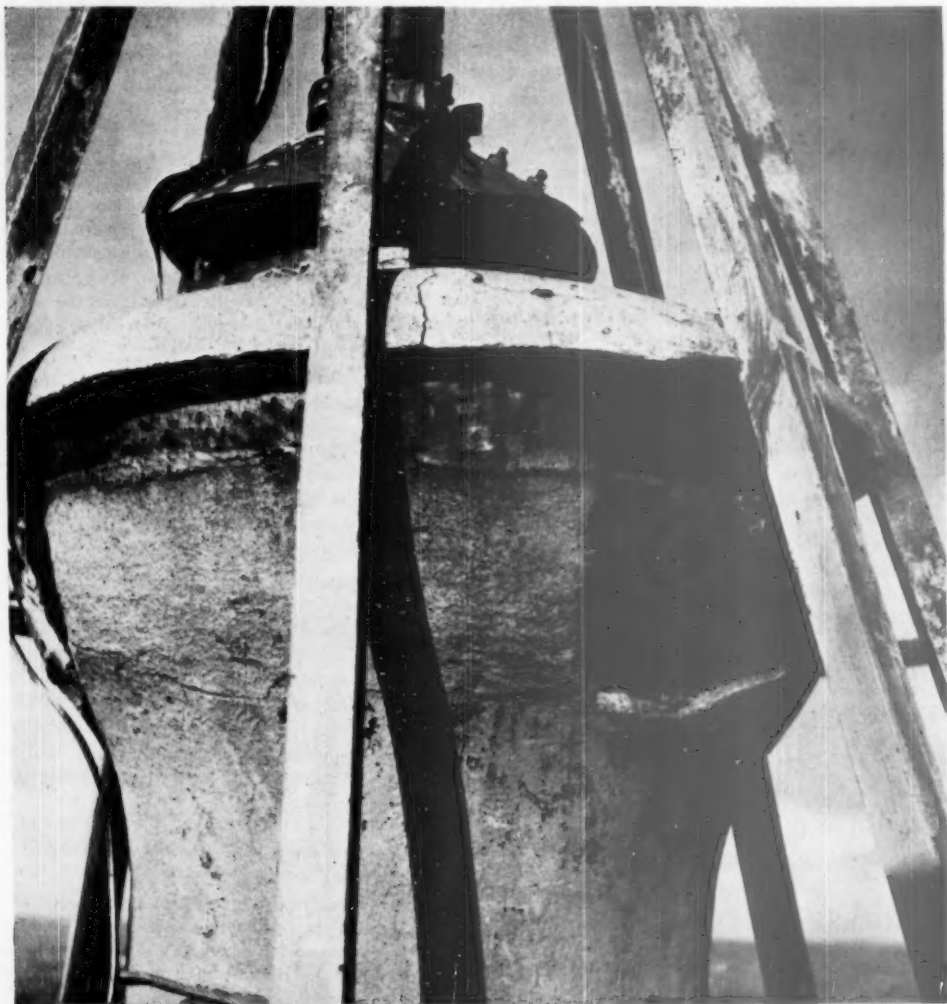
*Houses of Outstanding Historical or Architectural Interest. H.M.S.O. 1950. 3s.

designated for preservation and when so listed would come within the administrative control and disposal of the Councils. Wide powers are asked for to ensure the employment of expert advice and the carrying out of repairs and management, for the cooperation with and advice to local authorities, the special training of architects and craftsmen and the organisation of suitable publicity. In other words, the scheme suggests that all those things now possible under the Town and Country Planning Act, through the Ancient Monuments Division of the Ministry of Works or by the Royal Commissions on monuments should be coordinated by and vested in the proposed new Councils.

Doubtless many details of the Report will receive criticism and perhaps be subject to revision. There are some, even, who will see in these proposals merely another piece of "nationalization"; not, this time, of

trade and national resources, but of privately-owned cultural resources, an interference with the right of everyman to choose what he shall like, what he shall own and what he shall save and bequeath for others in the future. Some, too, will say that what makes history are the things which survive by their own merit, that any artificial bolstering or dictatorship is the negation of historic development.

It is, however, a fairly new and expanding idea that human and national consciousness is at last capable of appreciating its own heritage, of realising that, if these things are lost, both we and our descendants will be the poorer in every way. The present scheme of the Gowers Committee is to be welcomed, because its appearance is opportune and even overdue and for the very sound reason that it is a wide and notable advance on any previous proposals.



SALISBURY CATHEDRAL CAPSTONE

A photograph taken towards the end of last year showing decay on the S.W. face of the capstone to the spire

EVENTS AND COMMENTS

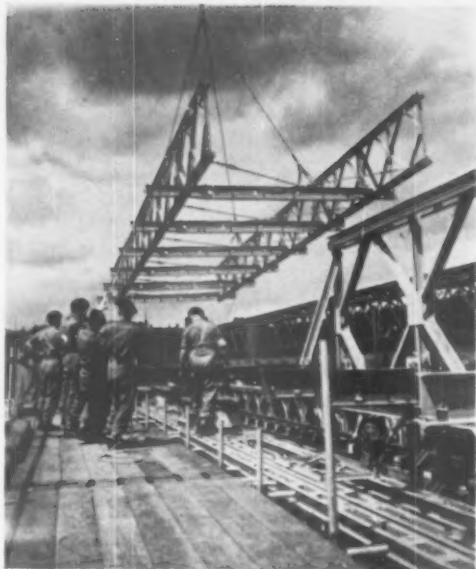
ELECTROLUX PARTY

REVIVING a pleasant pre-war custom, Electrolux

Limited last week took a party of architects and architectural pressmen on a day's outing. The proceedings began at the Building Centre, where coffee of a somewhat unusual greenish tinge was served. The journey was made in a brand new motor coach whose running and springs were perfect but whose design was not perhaps likely to ensure it a place on the C.O.I.D. Stock List. It had absolutely everything, including a generous allowance of rich carpeting on the ceiling. My agent, who went heavily disguised as an architect, tells me that, owing to exceptionally heavy traffic, the party arrived at the factory a little late, with the result that the tour of the factory was rather more hurried than had been planned; it was nevertheless both interesting and instructive. Most impressive were the simplicity of design of the works of the refrigerators and the widespread use of mechanical handling devices. As usual in factories producing things for which the ordinary man must wait years, there seemed to be an awful lot of finished refrigerators standing about doing nothing in particular. A slap-up lunch was provided at The George in Luton and after the decently brief speeches of welcome and thanks the party drove to Luton Hoo to see the Wernher Collection recently opened to the public by Major-General Sir Harold Wernher, the Chairman of Electrolux Limited. The house is interesting and has an Adam shell with a sort of domestic-Ritz interior by Mewes & Davis. This latter provoked a certain amount of nostalgia among the more senior members of the party. The relative detailing merits of students yesterday and to-day were discussed with all-round condemnation of present-day standards. It so happened that the man who detailed the circular stair was in the party, but not the discussion. The party had other connections with the house. One member had been a patient there when it was a hospital during the first world war and another had been stationed there more recently when it was H.Q. Eastern Command.

Major A. A. Longden, the Curator and Director of the Collection, acted as guide and was quite specially good. "Now there is a couple of cracking pots for you." The Collection is remarkable not only for the beauty but also for its immense scope and size. It is furthermore beautifully arranged and displayed. Tea-time came all too soon. The restaurant is arranged in one of the many vast kitchens in the semi-basement and is most successfully decorated with murals by Mary Adshead. The murals appeared to have been painted on tiles, and my agent was curious to know how the artist had managed. Major Longden explained that the original tiles had been removed and the wall made good, with the object of providing a smooth background for painting; the enthusiastic plasterer, however, lined out the walls with tile joints when no one was looking, by which time it was too late to do anything about it. The result is, all the same, entirely satisfactory.

Sir Harold Wernher joined the party for tea and this gave the guests an opportunity of thanking him and his company for an instructive and entertaining day.



The first span of the Bailey Bridge for the 1951 Exhibition being placed in position. It will carry a 14 foot wide footway.

MIND THE BARROW, BOYS!

A FARMER in the West of England recently rendered himself liable to prosecution by destroying a barrow," states a M.O.W. press hand-out, and quickly adds "(prehistoric burial mound)" in case there should be any mistake. This in itself in this tightly controlled country is scarcely news, but on the principle of man bites dog it would have been news if he had been prosecuted.

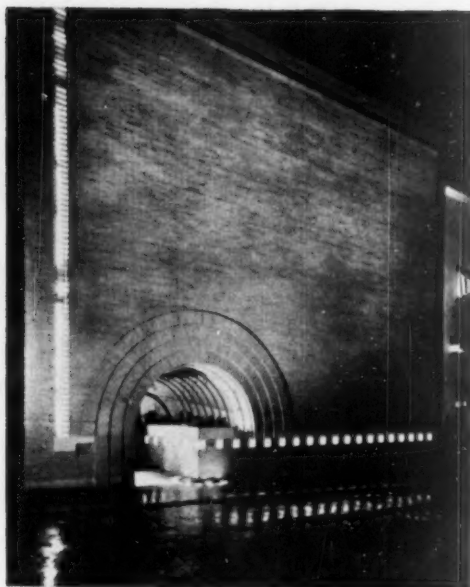
The farmer made no mistake about flattening this particular barrow, as he employed a contractor with a bulldozer to do it; in so doing he risked a fine of £100 or three months' imprisonment under the Ancient Monuments Act of 1931. Perhaps he considered it was worth it. So far, at any rate, he seems to have got away with it.

THE CRITICS

THE B.B.C. Critics Programme this week had John Summerson in the chair and Hugh Casson as Art Critic. This is, I believe, the first time that two architects have been in the programme together. Hugh Casson spoke on the architecture and decorations of Leicester Square with particular reference to Cinema Poster Art. I liked what he said, but there did not seem to be enough of it. The general discussion afterwards was brighter than is usual on architectural subjects, but was more a series of personal opinions than a discussion of what Mr. Casson had said.

DINNER TO FRANK LLOYD WRIGHT

THE Architecture Club is entertaining Mr. and Mrs. Frank Lloyd Wright to dinner at the Goldsmiths' Hall on Thursday, July 13 (by kind permission of the Wardens of the Worshipful Company of Goldsmiths).



Members may take guests and applications for tickets (35s. including wines) should be sent to the Secretary, 22A Queen Anne's Gate, S.W.1. This should be a memorable evening and I can think of no better setting for such an occasion.

My photographs show the now famous V. C. Morris Gift Shop in San Francisco; with its curling ramp, rather uncomfortable blister ceiling and blank fortress-like exterior, this building is, I believe, the Master's only excursion into the store world.

INDUSTRIAL DESIGN

ANNE Edwards, *Daily Express* columnist, has been trying to find out why there is so much bad and over-decorated furniture in the shops. She was given the usual answers to her inquiries. The public likes it that way, we make furniture to sell, and so on. The remarks of the sales manager of a firm of manufacturers with a one and a half million pound turnover are typical. "If these taste experts (by inference from what had gone before, the C.O.I.D.) had their money in selling furniture, they'd keep their mouths shut. More firms have gone bust trying to sell good designs to the British public than for any other reason." I just wonder what this man's authority was for such airy generalities. "The taste experts" in a way have their money in the manufacture of furniture and a lot of other things as well. The C.O.I.D. stands for better design and presumably if it does not get it all the "taste experts" will eventually get the sack.

While it is good to see the *Daily Express* giving space to this sort of thing, its value is limited because it includes no expression of opinion.

The cure for the trouble is, surely, education of designers, manufacturers and public. No one wants to put firms out of business, but let decent design be given an equal chance with the fans, diamonds, plastic fruit and pregnant looks of current "popular taste."

SIX-DAY TRIPS IN THE NETHERLANDS

THE Bouwcentrum is organising a series of tours in the Netherlands for foreigners interested in building. The Dutch are naturally very proud of the progress they have made towards the reconstruction of their country since the war. Although the tours are intended to be primarily instructive, visits will be paid to places of historic interest such as Amsterdam, Delft and Volendam. The cost, in the Netherlands, will be £26 and will include transport by private car, hotel accommodation, and guides. Those interested should apply to the Foreign Excursions Section, Bouwcentrum, Diergaarde-singel, Rotterdam. The first tours will start in the second and fourth weeks of September, and application should be made before August 15.

A.A. DRAMATIC SOCIETY

THOSE who saw "The Provok'd Wife" or "La Paix Chez Soi," will not want to miss the next production, "This Way to the Tomb," which will be given on July 12 and 13 at the King's Hall, Adeline Place, W.C.1. The box office at the A.A. will be open daily from Monday, June 26, between 12.30 and 1.30.

To those who have not seen this talented company I would say that the polish and production of their last two shows has been quite out of the ordinary run of of amateur theatricals.

ROMANESQUE ARCHITECTURE IN ENGLAND

THIS latest addition to the British Council's series, "The Arts in Britain," is by Sir Alfred Clapham. The series is published for the British Council by Longmans Green at 2s. per volume. Just why the Council needs to produce these books at all I do not know, but this is not intended in any way to detract from the present or any other volume. Well printed and excellently illustrated with some unusual photographs, it makes a useful and easily read introduction to British architecture of a period which is usually discussed under a different name.

A B N E R



Springbok House, a new hostel for disabled women at Queen Elizabeth's College for the Disabled at Leatherhead, which was opened by Her Majesty the Queen on June 20. The architects are Messrs. Joseph

NEWS OF THE WEEK

Architect for London Airport

Mr. Frederick Gibberd, F.R.I.B.A., A.M.T.P.J., has been appointed architect for the new Terminal Building for London Airport. This was announced in the House of Lords by Lord Pakenham, on June 27. The Minister of Civil Aviation, replying to a question by Lord Swinton, said "when my predecessor Lord Winstone announced that he proposed to throw open the final design of the Terminal Building at London Airport to public competition it was the intention to build temporary buildings on the terminal site in the first place, and later to replace these by permanent construction. It is now clear that pressure on space in the central area will be too great to allow this transitional plan to be carried out, and I therefore propose that the Terminal Building shall be in permanent construction from the start."

"The final requirements for the terminal area have only become settled after a very considerable period of development, in course of which it has become clear that the work is not an appropriate subject for open competition. After consultation with Mr. Graham Dawbarn who was to have been assessor for the competition, and with the appropriate authorities, I now propose to appoint as architect for the permanent building, Mr. Frederick Gibberd, who since October 1948 has been consulting architect for the interim scheme and

has already acquired during its planning stage a considerable experience of the problems generated by the complex and functional layout of a great modern international airport."

Town Planning Institute

At the first meeting of the newly-elected Council of the Institute held on June 23, 1950, Lt.-Col. H. P. Cart de Lafontaine, O.B.E., T.D., M.T.P.J., F.R.I.B.A., was elected President of the Town Planning Institute for 1950-51 and will take office in November next on the expiration of the term of office of Sir George Pepler, C.B.

Alderley Old Mill for the National Trust

The National Trust announces the gift from Major and Mrs. J. A. Shermidine, of Alderley Old Mill, Nether Alderley, which is 1½ miles from Alderley Edge on the Congleton Road.

Although a water mill is recorded at Nether Alderley as early as 1391, the present structure dates from the 15th century. It is notable for the great sweep of its stone slated roof and its interesting dormer windows. The interior is remarkable for the fine carpentry of its oak beams, its wooden water wheels and machinery, which remained in use till 1939.

The picturesque old mill adjoins a group of half-timbered cottages and houses and 33½ acres of land which are protected by covenants to the Trust.

In 1945 as the result of a general appeal to the public and the generous support of the Royal Manchester Institution, the Council for the Preservation of Rural England (East Cheshire Branch), the Lancashire and Cheshire Antiquarian Society and the Ancient Monuments Society, a sum of money was raised sufficient to carry out repairs and put the structure in order.

The public may visit the Mill on Wednesdays, Saturdays, and Sundays between 1 and 7 p.m., and the key can be obtained at these times from Mr. John Owen, Old Hall Cottages, Congleton Road, Nether Alderley. Visitors should therefore apply to that address. This is only a temporary arrangement, however, which will operate until the end of October 1950, when new plans will be made.

Change in Town and Country Planning Appeals Procedure

Anyone who wishes to appeal under Section 16 of the Town and Country Planning Act (1947), against a decision of a local planning authority refusing permission to develop land should in future obtain his appeal form from the office of the Regional Controller of the Ministry of Town and Country Planning and not the headquarters of the Ministry. Completed forms should also be sent to the Regional Controller.

This change in procedure takes effect from June 26.



12-storey hotel in the centre of Gothenburg which was opened on June 8. The architect is Nils Einar Eriksson.

The Cement Shortage

In a press notice, the Minister of Works says that although supplies of cement are increasing the demand outstrips the supply. The Cement Industry have measures in hand to increase supplies still further but the building of new plants takes time, and to meet the present situation urgent attention must be given to economy measures. There is a remedy that lies in the hands of the builders themselves.

The practice of gauging mortar for brickwork with cement is possibly the largest single factor that can lead to a shortage, and one where the maximum saving is possible. Mortar accounts for more cement than any other single item in building a house. By gauging mortar with lime, not only are better results obtained, but two-thirds of the cement normally used are saved.

An Economy Memorandum (obtainable free of charge on application to Room 617, Ministry of Works, Lambeth Bridge House, London, S.E.1., or at the Regional Offices of the Ministry) has been issued by the Ministry of Works. It is based on the report of the Committee on Cement Economy, on which were represented all sides of the Building Industry. By following the recommendations contained in the appendix to this report, not more than 6-7½ tons of cement (apart from pre-fabricated items, e.g., concrete tiles) need be used for building a normal brick house of 1,000 sq. ft. gross. This allowance should cover all cement requirements including oversite concrete or solid concrete ground floors, drains, paths, lintols, fences, etc. The higher figure should include rough-casting, although few houses require it where 11 inch cavity wall construction is adopted.

Recommendations are also made as to suitable mixes for the various purposes for which concrete is used in house-building.

Appendix 2 of the Economy Memorandum contains recommendations for the

A NEW FEATURE

THE first issue of the new volume of the "Architect and Building News" will be published on July 7.

This and subsequent numbers will contain extra pages, the contents of which have been designed to increase the scope of the paper and to give more space than has hitherto been possible in the interests of the contractor, the manufacturer and other groups of the Building Industry.

"News of the Building Industry" will be edited by Charles Crichton, D.S.C., B.A., A.R.I.B.A.

Extra copies of the paper will be printed to ensure that non-subscribers who may wish to obtain the early numbers of the new volume will not be disappointed.

production of concrete, whereby adequate strength can be obtained whilst exercising economy in the use of cement.

Also issued by the Ministry of Works is an Advisory Leaflet entitled "Limes for Mortar" No. 6 in the Ministry of Works series of Advisory Leaflets for builders. It sets out in non-technical language the types of lime available, their uses, recommended mixes and mixing methods, and it lists the types of work for which the various mixes are best suited. These leaflets are available from H.M.S.O. price 2d, or through any bookseller.

The Lethaby Scholarship

The Society for the Protection of Ancient Buildings would like to draw attention to the scholarship which it founded in 1931 in memory of the late Professor W. R. Lethaby to enable architectural students to acquire knowledge of the methods used and approved by the Society in the repair of old buildings.

Owing to the revolution in modern methods—the decay of craftsmanship and the need for haste, the young architect entering the profession has generally little opportunity of acquiring practical knowledge of traditional methods. Yet at the present time when so much overdue repair is waiting to be done it is more than ever necessary that at least a proportion of architects should possess a thorough acquaintance, not only with the constructional methods of former ages, but with the principles underlying their sympathetic and conservative repair.

At the present time the number of experienced architects able to deal with this problem is rapidly decreasing, and, unless an adequate number of students can be induced to take an interest in old buildings and to learn how to preserve them, the position will become very serious.

The object of the Society's Scholarship, which is held for six months and is of the value of £80, is to enable a student, selected by the Committee, to visit places where repairs are being carried out on old buildings in accordance with the Society's principles and to work on each long enough to gain a thorough knowledge of the methods employed.

The Society is of the opinion that, for many years, there will be no lack of work of this character for architects who are prepared to obtain the necessary knowledge and who are genuinely interested in preserving the work of the past.

For details of this scholarship application should be made to the Secretary, Society for the Protection of Ancient Buildings, 55 Great Ormond Street, London, W.C.1.

Cricket Results

The match between the National Federation of Building Trade Employers and the Vitruvians, played at the A.A. ground at Elstree on June 25, was won by the N.F.B.T.E. Scores: N.F.B.T.E. 252 for 6 (W. R. Hammond 95); Vitruvians 53 (W. D. Bryant 20).

The London Master Builders Association beat the Blue Circle Club.

COMING EVENTS

Institute of Quantity Surveyors (London Branch)

- July 3, at 6.30 p.m. At 98 Gloucester Place, W.1. "Law of Contract". Speaker: R. D. Wood.

Institution of Civil Engineers

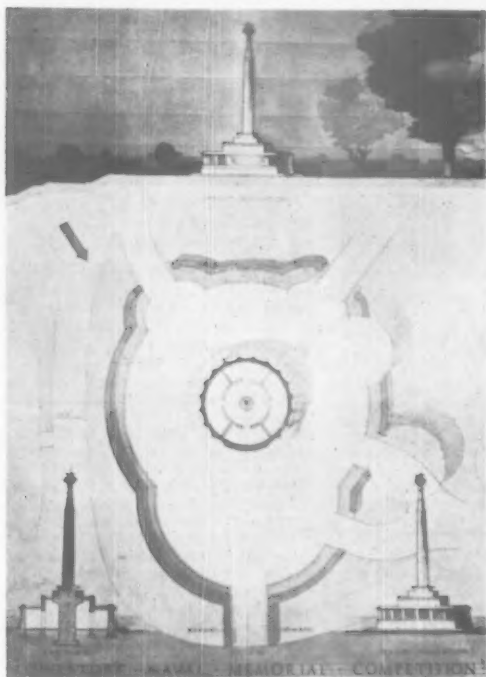
- July 3-7. Conference on Civil Engineering Problems in the Colonies. N.F.B.T.E.
- July 4-6. At Southport. Half-yearly Meeting.

EXHIBITIONS

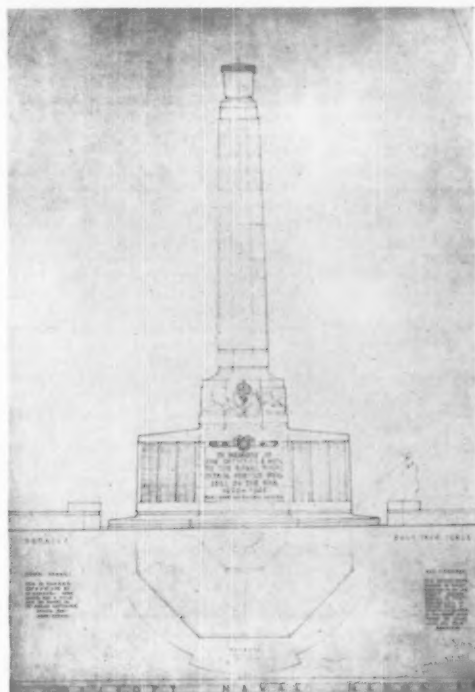
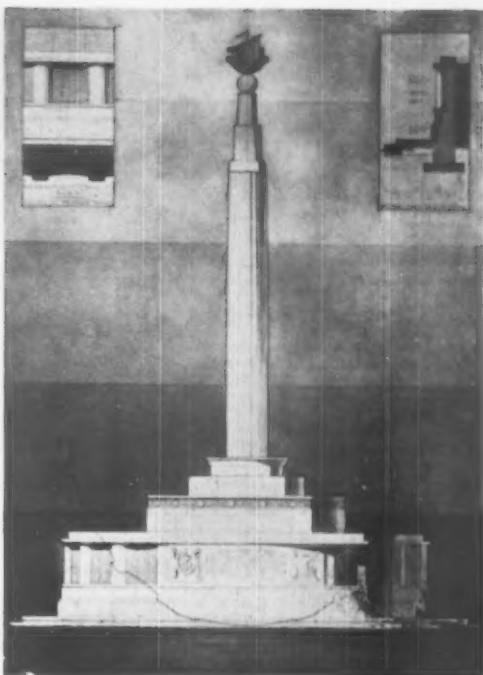
Festival of Britain 1951. 1st Stock List Exhibition "Domestic Hardware and Appliances", Housing Centre, July 4.

"Careers in Building". Ministry of Works Exhibition at Brixton School of Building. June 29-July 8.

Imperial War Graves Commission. Designs of the Lowestoft Memorial Competition on view at 32 Grosvenor Gardens, S.W.1, July 3-7, 9.30 a.m. to 4.30 p.m., July 8 at 9 a.m. to 12 p.m.



The winning design by F. H. Crossley, Dip.Arch. (Lvl.), F.R.I.B.A.



Design awarded the 2nd prize, by H. St. John Harrison, F.R.I.B.A.

COMPETITION RESULT

Memorial to the Royal Naval Patrol Service for 1939-45 War at Lowestoft

Extracts from the Assessor's Report

TWENTY-FIVE designs were submitted in this Competition. The site for this Memorial is a fine one in Bellevue Park overlooking the sea, and is somewhat unusual in that it is approachable from several directions, therefore it was essential that the Memorial should have nothing that could be considered as a back elevation. Several of the designs had to be ruled out because their authors concentrated on one axis only, thus allowing the other approaches, though important ones, to come on to the Memorial at its back or at its sides. None of the three premiated designs has this defect.

The first premiated design gives an inspiring solution to the problem, and one which will produce a Memorial worthy of the Royal Naval Patrol Service. The design is put forward in a very competent set of drawings with a well-considered report. With regard to cost, the author of this design is optimistic in his estimate of the builder's work, and in my opinion the total cost of the Memorial, as drawn, is likely to exceed the stipulated cost of £8,800 up to the 10% increase allowed in the Conditions, but the design is so clearly capable of modification that I can assure you that it can readily be brought within the lower limit of cost set by the Commission, without affecting its



Design awarded the 3rd prize, by J. H. Finch, A.R.I.B.A.

spirit or purpose as a worthy memorial.

The suggested improvements for the layout of the area surrounding the memorial would produce a better and more orderly setting than at present. It is hoped that this may be carried out by the Borough of Lowestoft in co-operation with the author of this design. No seats are shown but they could clearly be incorporated in the scheme.

The second scheme is a simple and straightforward solution to the problem but has not the inspiration of the winning design.

The third is a very interesting scheme put forward with a carefully considered report, but the main shaft is negative in character and the design generally seems to express a metal rather than a stone construction.

The Commission propose to exhibit in their Committee Room at 32 Grosvenor Gardens, London, S.W.1, the designs which have been submitted to them, for inspection by the public on 3rd-7th July from 9.30-4.30 daily and on Saturday, 8th July from 9 o'clock until 12 o'clock.

C O R R E S P O N D E N C E

Modern Building Design

To the Editor of A. & B.N.

Sir,—Anticipating a host of replies to the letter written by Mr. A. Neville Holt, I will keep mine reasonably brief and try to help you in your task of finding sufficient space to print the views of others who feel forced to express them.

But perhaps such a confused, narrow-minded and rather hysterical outburst doesn't really warrant a reply, and certainly we must control our initial anger, lack of patience and shouts of "oh, what twaddle," and endeavour to broaden Mr. Holt's so very limited outlook, and so ease the misery which he must feel in watching a movement so far beyond his understanding, continue to develop in all fields of contemporary design.

I hope that other correspondents will discuss questions such as "when is a window not a window?" I haven't time, but what a kick Mr. Holt must get out of some modern American work where there is no glass at all to be broken and replaced.

The most serious charge made by your correspondent, and the one which indicates the biggest gap in his education, is that concerning the divorce between modern design and history. It seems elementary advice to offer to a man of Mr. Holt's experience, but really, Sir, you must read your "Space, Time and Architecture", Dr. Pevsner, and your Corbusier more thoroughly. After all, you have already discovered a precedent for stilts, and you will discover Babylonian, Egyptian and all sorts of influences, and an astonishing appreciation of history, in the works and writings of such shallow-minded upstarts as Le Corbusier and Clive Entwistle.

Modern architecture (without inverted commas) is a perfectly simple progression in history. If my recommended text books are themselves too modern, perhaps Mr. Holt would try

Viollet-le-duc. John Summerson's essay on him (included in "Heavenly Mansions") is an excellent introduction. I am sure that Mr. Holt will find that just a little rational study will put things right. Good luck to him anyway, I am really very sorry for him.

I am, etc.,
GORDON GRAHAM.

Housing and the Municipal Engineer

To the Editor of A. & B.N.

Sir,—Our friends in the Institution of Municipal Engineers consider that members of allied professions tend to claim: a far larger responsibility for Housing than can be justified and have circulated a questionnaire to members holding chief appointments in the hope that it will produce evidence to refute such claims.

These members are asked (*inter alia*) to say whether they are Registered Architects, and those whose Authorities employ a Chief Architect (presumably a City Architect, Borough Architect, or Housing Architect) or private architects for the construction of their houses, are asked to state the number completed or let to contract.

This laudable effort to give full credit where it is due would be much more realistic and of more constructive value if all Engineers who claim responsibility had been asked to answer the following question:

"Is the Housing for which you are nominally responsible undertaken by architects subordinate to you?"

The extent to which the replies were in the affirmative would provide really useful information as to the number of Authorities whose technical-professional departments are in need of reorganisation and would at the same time provide the justification of the claims of the architectural profession.

If there were any answers in the negative they would indicate where there is need for immediate correction, for all good Municipal Engineers recognise the sphere of the architect; it is a pity that so many of them insist on assuming responsibility for his work.

I am, etc.,
LEONARD C. HOWITT,
President, City and Borough
Architects Society.

Working Party for N. Ireland Schools

The composition of the Working Party appointed to expedite the building of intermediate schools in Northern Ireland has been announced by the Ministry of Education. The Working Party, which is representative of Local Education Authorities and of the Ministries of Education and Finance, is as follows: Dr. J. Stuart Hawnt, O.B.E. (Director of Education, Belfast County Borough), Mr. E. H. Slade (Director of Education, Londonderry County Borough), Mr. K. A. MacCormac (Director of Education, County Antrim), Mr. W. R. Thornton (Education Architect, County Armagh), Mr. H. Dinsmore (Director of Education, County Down), Mr. D. Malone (Chief Education Officer, County Fermanagh), Alderman D. Hall Christie, C.B.E. (County Londonderry Education Committee), Mr. A. Gibson (Chief Education Officer, County Tyrone). The representatives of the Ministry of Education are Mr. W. H. Smyth, Assistant Secretary (who will act as Chairman of the Working Party) and Mr. A. J. Tulip (Staff Inspector of Intermediate Schools). The Ministry of Finance is represented by Mr. F. J. Fakiner (Works Division) and Mr. R. W. Donaldson. The Secretary of the Working Party is Mr. W. S. L. Baker, Ministry of Education.

DEVELOPMENT PLANS : SCOTLAND

A Year To Go

A COUNTY Planning Officer to one of the well-known English counties recently confessed that he looked like being one of the first in the queue for an extension of time for submission of Development Plans to the Minister of Town and Country Planning. Only last month a Scottish County Council was accused by one of its members of being "planning daft" because it was proposing to engage a consultant to assist its staff in ensuring that they were heading the queue not for an extension of time but rather with their Development Plan completed.

The Town and Country Planning (Scotland) Act of 1947 states that Development Plans for the Planning Authorities of Scotland, namely, the counties, large burghs and the small burghs of St. Andrews and Thurso should be in the hands of the Secretary of State by June 30, 1951, exactly a year from to-day. It should be pointed out that one of the teething troubles which was experienced under the equivalent English Act, namely, the making of the County Council as the Planning Authority, did not apply to Scotland. The County Council always has been the Planning Authority for landward and small burgh areas. In other words, everywhere except the equivalent of the English county borough.

Will the Planning Authorities of Scotland be in a position to furnish the requisite plans by the date specified in the Act, or as the "planning daft" councillor put it, is there any advantage in trying to complete the plans by that date?

A recent check of the position to date appears to show that the large burghs (county boroughs) will have completed their plans for the area within their boundaries by the statutory date but that the majority of the counties will not be in the same happy position for their county and small burgh areas. No doubt the majority of the counties could have had an outline plan for the whole county and part plans for sections completed but it is unlikely many will have plans for the whole county. There may be exceptions to this assumption in the form of no plans at all or completed plans.

If this picture of the position is anywhere near the truth, Scotland is to be congratulated not so much for what it has done but for what it has done in the face of the factors working against planning. It has been said that in some English counties there are more qualified planners than there are qualified planners working in Local Government in Scotland. It is safe to say that half of the qualified planners engaged in planning Scotland are not at the production end but at the criticising end in Edinburgh: this rather makes the problem top-heavy at the wrong end. Planning would get further with more productive planners and less critics.

This question of staff shortage appears to be receiving scant attention. It was a well known fact from the very beginning of the race against time to complete the plans that staff at the Local Authority end of the machine was

totally inadequate to deal with the situation. There was an obvious step to be taken under these circumstances, namely, the agreement of an outline programme for the bones of a plan. Once the form of the outline had been agreed each county would then have been able to submit an outline plan which would have given the overall regional pattern. It should never have been left to the county councils to press for this approach to the problem. Broadsheet (Development Plans) No. 1, should have been Outline County Development Plans. A golden opportunity missed.

It is nearly safe to say there will be no completed development plans for the counties, as laid down in the Scottish Broadsheets, but if outline plans had been agreed part plans could have been completed with the knowledge that they would be fitted into the overall outline plan. In other words, you would be adding flesh to the bones.

Was there a faint hope that Planning Authorities would not be able to finish in time and that section of the Act which gives the Secretary of State power to do the planning himself be invoked? If so, it is difficult to comprehend how local planning could be carried out from Central Headquarters when even a Regional Plan for Scotland as a whole never appears to materialise.

The second factor is that the apathy or lack of interest by many of the councils in Planning. A well-known planner recently remarked after making a tour of certain counties in Scotland, "they should not be advertising for planners for the preparation of development plans but for planning pioneers." In certain areas we are still at the pioneering stage. Let us hope a change of heart will take place at an early date. This would be far better than pressure from above, which is likely to result rather in opposition than in co-operation.

We are still at the "liked-to-feel-we-are-being-planned" stage but when it affects either the councillor personally or any of his local constituents, he is against planning.

Sending councillors to conferences will not alter the present position to any marked degree. Would it not be of more educational value if, for example, two or three members of a Scottish Planning Committee were guests for, say two days, of an English County Planning Committee? A friendly and informal exchange of ideas between councillors and the planning officials of the counties could do wonders.

If this suggestion was adopted, it would be found preferable for the examining of a specific problem to be undertaken by the delegation rather than a roving commission.

Presuming that at least half the large burghs and perhaps six counties submit development plans to St. Andrew's House during the month of June, 1951, what will be the result? Are the plans likely to be considered and perhaps approved with any degree of urgency or speed? In other words, having fixed a date which everyone is anxious at heart to keep, in some cases at great expense, has the Government

sat back to await the answers from the Local Authorities without asking itself if it were in a position to adjudicate the results? I feel that little quarter will be shown by Local Authorities who have schemes awaiting approval and who cannot, until they are approved, receive planning grants.

It will be interesting to note the official attitude to the request for an extension of time to complete the plan. Will it be as farcical as under the 1932 Act when it is doubtful if a request was ever refused. If extensions are going to be granted without much trouble, many Planning Authorities will just jog along without making any particular effort to complete their development plan.

Scottish authorities will not stand, and quite rightly so, for the long delay experienced in England under the 1932 Act. Your scheme merely got a number and waited its place in the queue. The queue, like school children, was released under the 1947 Act unconsidered.

I would suggest that no scheme should be in the hands of the approving authority for longer than four months at the maximum.

Local Authorities have a year to complete their schemes: a vital year for them but it is equally vital for the Central Authority to make sure it really is in a position both to receive and deal promptly with the schemes when they arrive, as arrive they will.

M.o.T. & C.P. Bulletin No. 7

The seventh bulletin of Selected Appeal Decisions has recently been issued by the Ministry of Town and Country Planning. 17 appeal cases are recorded and 6 cases regarding the question of change of use.

Architects and their clients are often, quite naturally, aggrieved at a Council's refusal for them to carry out the development they had in mind. Unfortunately they can only see their side of the story, and feel the reasons for refusal are unreasonable. There are two sides to every case and both sides are well brought out in these 17 selected appeals. Sometimes a Council is being unreasonable, bearing in mind the times in which we are living, or are too jealous over their planning powers. If so the Minister has no hesitation in allowing the appeal.

If you have received a refusal notice, and after discussing it with the technical officer of the Planning Authority who issued the notice, you still feel you have a good case, do not hesitate to appeal.

Town Planning appeals may be a side of your architectural practice which you have not, up to date, experienced. It would appear, however, that with the resumption of building, we hope in the not too distant future, and the preparation of development plans, there are likely to be far more refusals and therefore more appeals.

If you have an opportunity to attend an appeal case in your area, do so. It is an experience which might stand you in good stead later.

If you wish to sit in your easy chair and yet be present at an appeal, purchase Bulletin No. 7 from H.M. Stationery Office, price 6d. It is well worth the 6d. and the half-hour spent reading it.

M. E. TAYLOR

New Terrace Houses at Strand on the Green, Chiswick

architect : HARRY DURELL (OF SUDELL & DURELL)

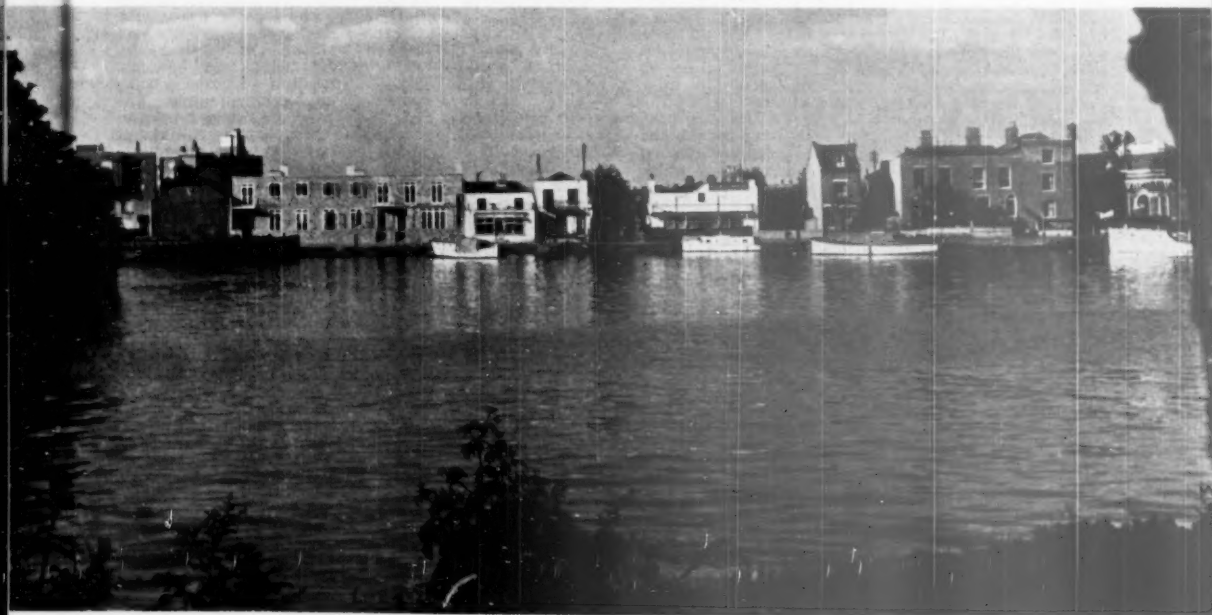
IT is a popular conception that the character of Strand on the Green has not greatly changed since the eighteenth century when it was a village of country residences and fishermen's cottages backing upon a green which at that time extended up to the village of Turnham Green and indeed, viewed now from the river, the illusion would seem complete enough. The gracious houses and terraces, charmingly grouped which cottages and small shop fronts, still stand much as they always did long before the railway to Richmond Park hurled itself rather noisily across the river towards the down stream end.

There have, of course, in fact been many changes in Strand on the Green and its immediate neighbourhood. At the turn of the century the green, already become orchard and market garden, gave way to a scrawl of houses and shops on the north side of Back Lane (now known as Thames Road). Above the half mile or so of the river front itself the change is as great though perhaps not so immediately apparent. It has suffered some damage from bombing but it still presents a unified character in its architectural grouping which a trimming of bogus "Dutch" on some of the houses and a straggle of Victorian industrial work have not succeeded in destroying. There has been a shift of emphasis in the character of the locality. Few of the cottages are occupied by cottagers and the sweep's pony has been led out into Back Lane for the last time. Some of the traditional waterside industries such as barge building still remain, albeit in some makeshift or improvised building, but the residents now tend to regard the river more as a pure amenity and an opportunity to indulge in their favourite sport of small boat sailing rather than as a still important link with the Port of London.

The official designation of Strand on the Green in the Brentford and Chiswick Town Plan as a "special residential" zone is here more than a euphemism for "houses in the higher rentals" and the Chief Planning Officer's aim that any replanning and rebuilding should be directed towards its reintegration as a small but complete neighbourhood is a proper and necessary one, and one, moreover, that need not violate the essentially intimate character of the locality. There is among the residents here a highly developed (though perhaps overspecialized) sense of community which may well be due in part to the fact that every one must walk to his front door which opens directly upon a narrow public path along the river bank. In this connection it is worth noting that a traffic road along the river front would tend to make too formidable and impersonal a break between houses and river.

Future needs, however, are for planning in depth in a modern conception, with the new properly related to the old, and here great skill and care will be needed if the new neighbourhood is to develop as a real riverside community with an awareness, through all its parts, of the living river. The only alternative is its existence as a museum facade, more and more overlaid with self-conscious imitations, forming a barrier against a mass of housing units known only to those who must live in them.

General view from across river. There are bomb gaps and the upper part of the famous old "City Barge" pub has been destroyed. The new terrace is an example of architectural good manners.





THE three houses illustrated have been built upon the site of some old cottages and fill one of the gaps caused by bombing.

The group consists of a pair of 3-bedroom houses with a total floor area of 1,000 sq. feet each, and a smaller house with 2 bedrooms, planned to the special requirements of a separate owner, of about 900 sq. feet.

To prevent any risk of flooding the site of the houses had to be raised about 4 feet above the level of the river walk in conformity with a new bye-law requirement.

The main approach to the houses is by the river walk but there is road access at the back and provision has been made for 3 garages, reached through a single entrance into a service yard and set back so that trees may be planted (next autumn) on the roadside.

The narrow raised terrace contained by the front retaining wall of the site has been covered with turf with provision for some climbing plants. The houses are built in 11 in. brick (cavity) load bearing walls (including the party walls) and faced with second-hand old London stock bricks.

The houses are carried partly on reinforced concrete beams, bearing on square reinforced slabs at convenient points on the sand subsoil, or, where possible, on the old foundation walls of the previous cottages. The space between the original ground level and the



View from one of the principal bedrooms of No. 30, looking towards the island at low tide

ground floor slab is filled with compacted hardcore and the ground floor itself is of pitchmastic and forms a continuous damp course over the site of the houses.

The spine wall is of 4½ in. brick, and the timber first floor and the roof slab of precast, hollow, reinforced concrete roofing units span across this between the front and back walls of the houses.

The balconies are of reinforced concrete supported on 2 in. steel tube columns, and have steel railings with a teak capping on top. The windows are of timber to E.J.M.A. standards and the openings and solids in the brickwork facings have been worked out to brick sizes. Standard two-panel doors have been used throughout as these give a considerable saving in plywood over the flush-faced doors which the architect would have preferred.

The staircases are of timber and have 8 in. risers and 8 in. going and have a hardwood mopstick hand-rail, which in the case of the winding stair is wreathed

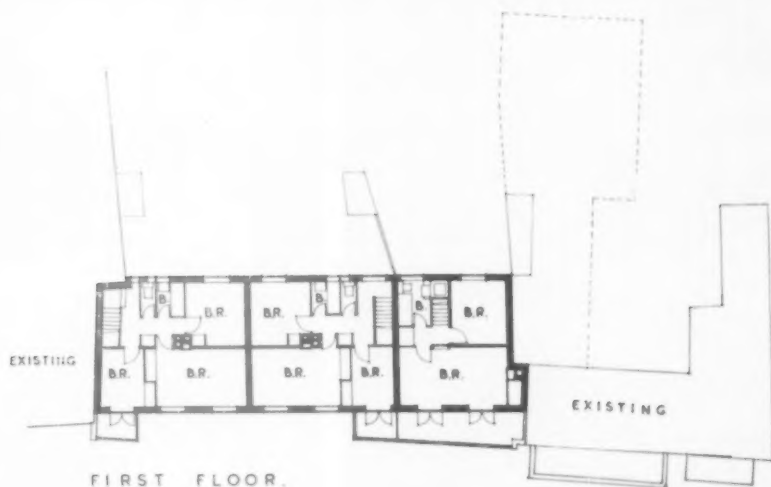
and ramped. In the pair of 3-bedroom houses provision has been made in the roof construction for making an opening at some future date to take a narrow winding staircase up to a sun room on the back part of the roof, but at present the only access to the roof and cold water tank enclosures on the roof is by a trap door.

The central stacks in the 3-bedroom houses, as well as being used as structural piers, carry the flues from the "Siesta" inset stoves in the living room, the flues from the panel type gas fires in the principal bedrooms, the warm air flues to the back bedrooms and extracts from the bedrooms and the kitchen. The stoves have copper back boilers which provide the hot water for the houses.

The hot water cylinders are provided in addition with electric thermostatically controlled water heaters for use during the summer months.

The 2-bedroom house has an open fireplace in the





TERRACE HOUSES AT STRAND ON THE GREEN



The retaining wall, necessitated by the raising of the site gives some privacy without obstructing the view out.

Below left : View of living room from the dining room, showing the French windows looking on to the river.
 Top right : One of the principal bedrooms in one of the three-bedroom houses. The carpet and upholstered chair are Danish (The "dog" is a "husky"). The bookshelves are backed by a fixed (flush-type) door on to the landing so that this room could, if desired, be divided into 2 bedrooms.
 Bottom right : Wardrobe in one of the principal bedrooms in the two-bedroom house.



sitting room with a wood mantelpiece reminiscent of early Victorian mantelpieces. The heating to the other rooms is by electricity and the water heating by a Sadia 20 gallon U.D.B. type heater installed under the stairs.

The plumbing throughout is in copper. The kitchen cabinets generally are to E.J.M.A. standards but the wardrobes were designed by the architect. The contract sum for the pair of houses was £4,154 and that for the small house £2,046. The raising of the site to conform with the bye-laws accounts for about £700 of the total cost of the three houses.

Owing to the imposed limitation on selling or letting costs the design, construction and planting of the gardens (with the exception of a certain amount of tree planting which is to be done in the autumn) had to be left to the discretion and initiative of the respective tenants.



CONTRACTORS' LIST

Quantity Surveyor—R. Gordon Fanshawe, P.A.S.I.

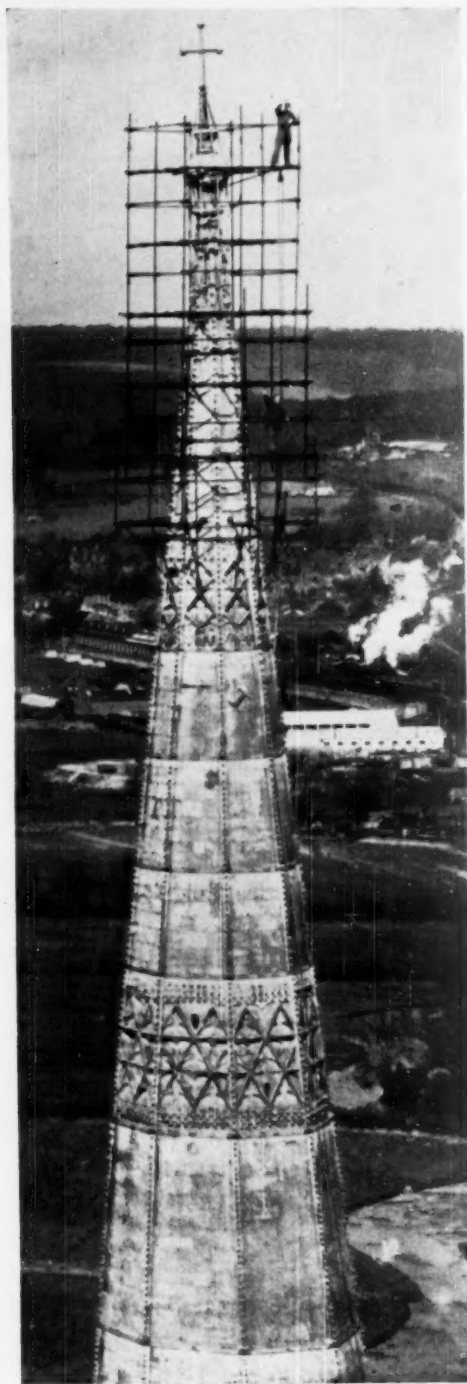
General Contractors—J. Burley & Sons Ltd.

Electrical Installation—H. & E. Lincott Ltd. Electrical Fittings—Troughton & Young Ltd. Hardware—Nettlefold & Sons Ltd. Joinery—Ausins of East Ham Ltd. Plumbing—Stitsons (Sanitary Fittings) Ltd. Refrigerators—Electrolux Ltd. Stoves and Gas Fires—Bratt Colbran Ltd. Sanitary Fittings—Dent & Hellyer (Sanitation) Ltd; Geo. Howson & Sons. Open Fire—Candy & Company.



TERRACE HOUSES AT STRAND ON THE GREEN

SALISBURY CATHEDRAL SPIRE



IT is some months since the appeal was launched for money to carry out urgent repairs to the spire of Salisbury. It is unnecessary to comment on the importance of this work. That the spire has stood so long is remarkable enough (the drawings would not pass a local authority to-day!), but with the necessary work skilfully done, as it will be, there seems no reason why it should not stand as long again.

An article, "The Spire of Salisbury Cathedral," appeared in this journal in November 1945, in which Mr. W. A. Forsyth, F.R.I.B.A., Architect to the Cathedral, was quoted as saying that there was no immediate reason for anxiety.

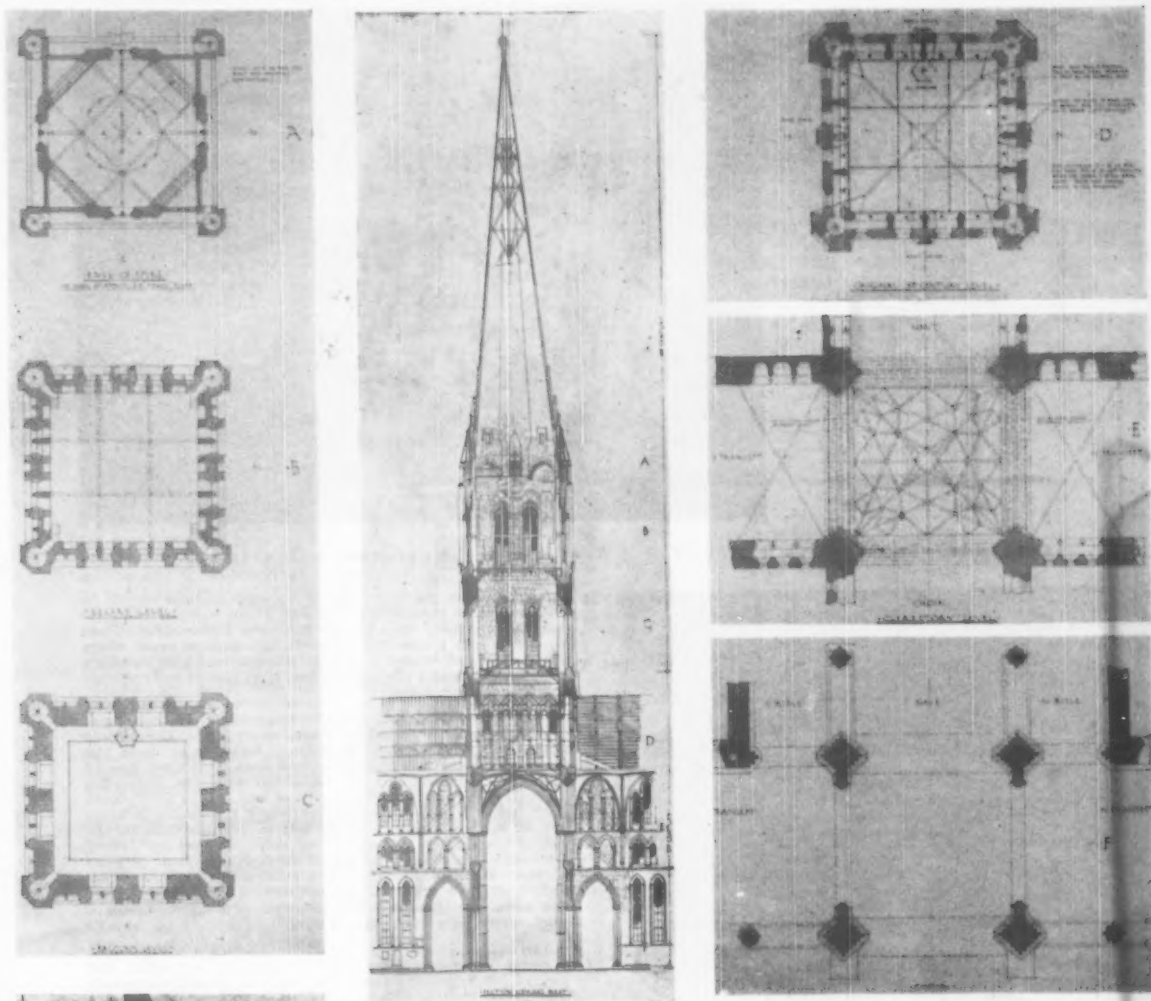
In October 1949, Mr. Forsyth carried out a thorough inspection of the tower and spire, during which he climbed to the extreme height of the spire and up to the cross, over 400 feet, where he was surprised to find much badly considered 19th-century repair. "Wrought iron and cement had been used extensively without knowledge of repair. Rust from the wrought iron had set in and had expanded some of the masonry; the cement had shrunk considerably and altogether the crown on the finial and its supports had reached an advanced state of disrepair . . . failure is fairly extensive in the top masonry. The capstone, which is a considerable monolith, has split in places and should be replaced." The rusted iron cramps are being removed. The top 25 feet is being rebuilt. The next 25-30 feet will need extensive restoration. This work will cost £30,000. Donations should be sent to: The Rev. Canon A. F. Smethurst, The Hungerford Chantry, 54 The Close, Salisbury.

The spire is identified as 14th-century work by the ball-flower motif, which is perfectly carved on the lower part of the spire, but as it runs up it loses detail until at the highest level is merely blocked out.

The photo on this page was taken before the scaffolding was enclosed. Approximately at the lowest level of the scaffolding there is a door giving egress from the internal ladder to outside.

The bronze straps which secure the capstone (shown in detail on p. 622) are 19th-century work, and the distinctive white horizontal markings round the spire are caused by the salts from the copper bands washing down and preserving the stone immediately below from decay by action as a fungicide.

Mr. J. D. U. Ward sends us the following quotation which he has taken from Winkles' *Cathedrals* of 1836: "There is a flight of stone steps leading to the top of the tower, and thence wooden ladders admit of an ascent to within forty-two feet of the cross, from which point is an exit by a small door, and iron rings are hence fixed to the capstone of the spire . . . In the Whitsun holidays a fair is kept within the close of Sarum, at which time it was customary for people to go upon the spire, there having been, as I am well informed, sometimes eight, or ten persons there at a time; but the late bishop, dean and chapter, put a stop to these practices, by which many lives were hazarded."



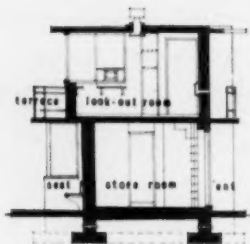
Section and plans at different levels reproduced from the drawings by
Mr. E. C. Butler, L.R.I.B.A.



The stonework of the spire averages 9" thick. The spire contains an elaborate and unusual feature in retaining the oak scaffolding off which the masonry was originally laid. It ascends practically to the full internal height and is supported by two stages of oak beams in the floors below. Much of this scaffolding touches the walls of the spire and assists in steadying the whole structure.

S A L I S B U R Y C A T H E D R A L S P I R E

RECVLVER COASTGUARD LOOK - OUT



architect: P. M. ANDREWS, F.R.I.B.A., Chief Architects Division, M. o. H.

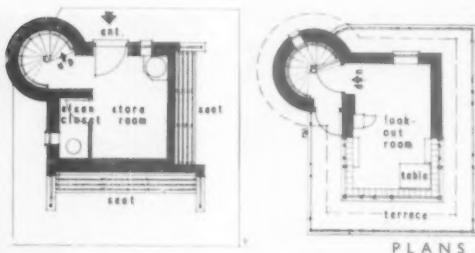


DURING the war a number of Look-out Stations had to be removed for defence reasons. These are now being replaced. Normally the Look-out Station is a one storey timber structure with a wide view seawards, but cases do occur where for a variety of reasons a more permanent and higher structure is required. Such a case and the first of its kind to be completed is at Herne Bay, Kent.

The Coastguard Station is at Reculver where the Look-out is placed immediately behind the West Towers of the 12th century Priory, now an ancient monument. Attempts to move this Look-out to a more suitable site have been made from time to time with but little success. Now, however, the Herne Bay Council have agreed to lease a plot of land on the Bishopstone Cliffs about $\frac{1}{2}$ mile from Reculver where a wide arc of vision can be had from Margate in the east to Warden Point on the Isle of Sheppey to the west. The only condition the Council imposed was that the lower part of the structure should be given to them as a Public Shelter. The building was accordingly designed with two public shelters, one looking towards the sea and one towards Herne Bay. The remainder of the ground floor is used by the Coastguard as a store.

The Look-out room is on the 1st floor which is of reinforced concrete cantilevered out over the shelters and which also forms a gallery running round the structure. In order to reduce obstruction to the view to a minimum no roof supports are permissible on the front. The reinforced concrete roof is therefore cantilevered over the plate glass windows. The upper floor is approached by a circular concrete stair.

The GENERAL CONTRACTORS were Messrs. GOODSALL & SONS of Canterbury.



PLANS

scale 0 5 10 15 20



CURRENT NOTES ON PLANNING BY "E. & O. E."

Planning for the Motor Vehicle and the Public-Service Vehicles III

Passenger facilities

IN addition to the stances and the space required for the movement of vehicles, facilities must be provided for the use of passengers and staff.

Passengers need queuing space, waiting rooms, booking office where long-distance services are involved, an inquiry office, left-luggage room and parcel office and sanitary accommodation for both sexes. Often shops or kiosks for papers, tobacco, etc., and in many schemes light refreshment facilities are also required. These additional elements may have to be planned so that they may be let to separate tenants as concessions rather than operated by the bus company; in either case the use of space for such purposes helps to reduce the overhead or running costs of the bus station and is obviously of assistance to and therefore popular with, passengers. (See Fig. 12 for general analysis of essential station accommodation.)

Passenger waiting space

There are advantages in planning passenger arrivals in positions well away from queues of passengers waiting to be picked up, mainly to avoid congestion and confusion. Several of the Figures have indicated separate setting-down positions.

Difficulties for casual users may, however, arise if departures are from two sides of a parking area as shown in Figures 4, 5 and 8 as any of these examples may necessitate crossing lines of moving traffic or passenger queues in addition to parked vehicles. Central waiting, as shown in Figure 8, or a

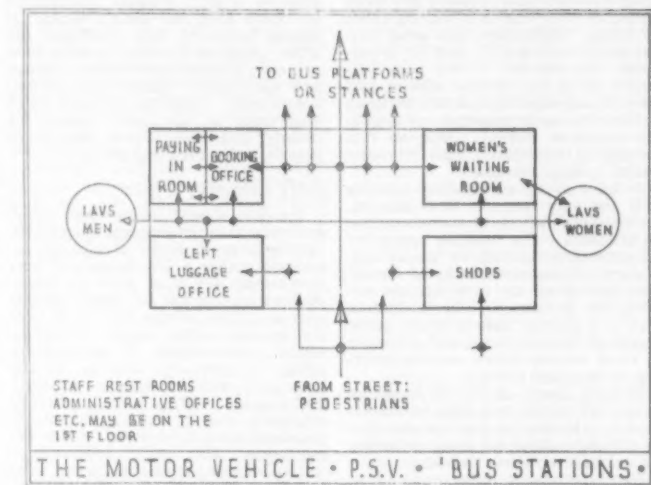


Fig. 12

continuous perimeter platform as shown in Figure 10, are therefore, probably the best arrangements wherever the size of the station justifies such layouts.

Stations which are entirely enclosed from the weather are obviously to be preferred but may be difficult and costly to provide. Roofed spaces unenclosed or only partially enclosed on the sides are apt to be very draughty. Roofed shelters over narrow queuing spaces or

platforms can be dry only if enclosed or screened with the necessary entrances and exits properly planned.

The type of shelter which seems generally preferable is one which is parallel to the traffic ways (see Figs. 13 and 14); unless the whole station is based on a central and covered concourse as shown in Fig. 8.

The problem of providing accommodation for waiting passengers satis-

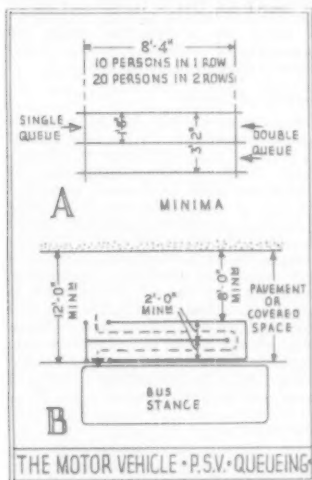


Fig. 13

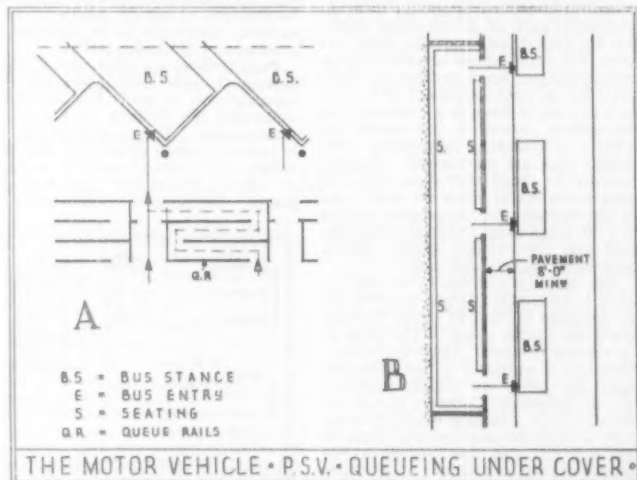


Fig. 14

factorily is an exceedingly difficult one. Many schemes have been tried but all seem to have greater or less disadvantages. Standing queues are suitable for all healthy people but are very unsatisfactory for old or infirm persons and for mothers with young children unless associated seating can be provided. It is almost impossible to provide seating for all, even in "off-peak" periods, nor would all use it if provided. Priority arises between those standing and those seated or who wait in a waiting space or room. Difficulties also arise with variations in length of wait for a particular bus service. It has been suggested and in fact tried out abroad, that tear-off numbered slips should be taken in turn by each passenger arriving at the queue or waiting space, so that priority is established and, to some extent, queues avoided.

In all stations, except those catering only for very frequent local services, some type of waiting room or concourse is essential. The waiting space, of whatever type, should be spread out, if there are many routes to be served; although, if all are long-distance services, the problem becomes similar to that of a railway station, where queue spaces at various points and a number of small waiting rooms may be preferable to one large room.

Waiting spaces should be based on peak loads which may arise on market days or at holiday periods but may have to exclude exceptional loads occurring for example, on Bank Holidays.

Seating should be based on an allowance of 21" run per person. It is best of an open slatted type; the underseat space should be kept as clear as possible for easy cleaning.

Booking and inquiries

Of the essential passenger facilities the booking office should be the most prominent. Its position must be immediately obvious from whatever direction passengers may approach. It should be independent of, and, in fact, well away from waiting rooms and similar accommodation; where there is a central concourse it should form an important part of it. Booking offices are not usually necessary for local services, but most express services arrange that passengers book and pay for seats prior to the commencement of a journey, as even if there is a conductor on the vehicle, money is not taken "en route". Similarly sight-seeing and similar trips are pre-booked. Stations catering for these latter types of traffic need considerable space on both sides of the counter; for passengers waiting to book and making inquiries and on the staff side for working space, charts, time-tables, tickets and cash.

The essential element of an inquiry office is an ample counter to allow for an adequate number of clerks working at the same time, based on the needs of an average demand. Counters with an allowance of at least 5' 0" run of serving space per clerk, are usually adequate for all purposes. Counters should be planned with adequate space between them and all entrance and exit doors so that inquirers and their luggage do not impede normal circulations to and from the bus stances. Booking and inquiry offices should be under cover, i.e.,

indoors, not merely hatches in external walls. At least 50 sq. ft. of passenger space is necessary to each clerk's space.

Counters for inquiries or bookings should be 3' 6" high and 18" wide for inquiries and 2' 0" wide for booking. The space behind the counter need not be wide unless it is also used as general office space; the latter arrangement is generally undesirable as office workers are less disturbed if provided with separate offices, possibly approached by doors from the clerk's space. It should be noted that passengers are often longer at booking counters than at inquiry counters and the clerk's spaces and circulations should be planned accordingly. There should be plenty of wall space in all public spaces for orderly and well-planned display of posters, time-tables and notices.

Left Luggage Office

Facilities should be provided at all bus stations for left-luggage and parcels. Normally most of the articles are reclaimed within a few hours and very few remain for more than 24 hours. Articles may be left for longer periods and unclaimed articles have to be kept for several months; space should be allotted accordingly. A lost-property office is necessary and is usually associated with left-luggage facilities. Left-luggage offices are generally equipped with a counter to divide passenger space from storage and working spaces. This counter need only be 18" to 24" high, as all luggage has to be lifted on to and over the counter. Though the counter length may be short (one or two clerks only) there should be plenty of passenger waiting-space adjoining the counter. It should be borne in mind that bus passengers generally have less bulky luggage than railway passengers; the most common article is the suitcase with a maximum size of 24" long x 15" high x 7" wide and most of the storage racking should provide all-purpose racking in multiple units of 24" x 24" x 24" (see Fig. 15).

A clerk's desk is needed for making out the passengers' checks for goods handed in. Luggage offices in large stations sometimes have separate incoming and out-going traffic.

Parcel offices are often needed either associated with left-luggage or as a separate unit as many bus companies undertake the delivery of parcels on rural routes. Mostly such parcels are of relatively small dimensions and light weight but racking needs to be based on keeping parcels for each route together. Parcel offices need space for

a weighing machine and desk space for the clerks in addition to the counters. Counters should be at least 18" wide and preferably 24".

Luggage and parcel offices must be kept dry and reasonably warm in winter but not warm enough to damage perishable contents of parcels (56 deg. to 60 deg.).

Indicators

An important aid for passengers is efficient, clear and distinct indication of when and where departures of vehicles will take place. Berths or stances should be clearly marked with numbers; detailed destination boards are also desirable. All important signs should be illuminated artificially at night.

It is becoming usual at all large stations, to install a loud-speaker system for the direction of passengers. The loud-speakers should be placed very carefully in relation to the queue and waiting spaces so that audibility is not too much affected by engine noises. The controls should be placed in the inspector's or controller's office.

General Equipment

Stations should be adequately equipped with rubbish bins and baskets in or adjoining waiting rooms and queueing spaces. Drinking fountains should also be provided. A service room with sink facilities for filling and emptying buckets, racks for brooms, etc., is essential for cleaners of both the buildings and open yards.

Artificial Lighting

It is most important that bus stations are well lighted in all parts used by passengers and vehicles but care must be taken that lights do not shine in the eyes of drivers. Internal lights should be screened from yards and yard lights should be installed at least 15' 0" above roadway level.

At busy stations "in" and "out" ways into public streets may have to be controlled by traffic-signal lights. If these are installed careful placing is required to avoid, for normal road users, the possibility of confusion with any adjacent public-street traffic-lights.

Internal Roadways

Roadways should be as level as possible excepting for the falls needed to provide quick drainage of all surfaces. Steep cambers towards curbs or platforms should be avoided, to reduce the risk of vehicles sliding or skidding towards the curb. A camber of 1 in 40 should be the maximum and it is better to make the surface fall away from curbs and platforms used by passengers. Road surfaces should be selected to provide a non-skid surface which will not be affected by oil patches. Where falls along curbs or platforms are necessary these should be so arranged that curbs are an average of 6" high and never less than 4" or more than 8".

Lavatories

All bus stations, regardless of size, should provide sanitary accommodation for male and female passengers. The details of planning have already been

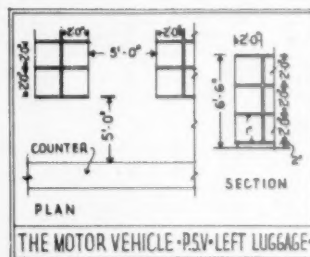


Fig. 15

given in the Section on Public Lavatories in "Planning" (1949) by "E. & O.E.". Lavatories should, if possible, be planned on the same level as the platforms and in fairly close association with passengers' waiting spaces. At stations used by long-distance express services, washing facilities may be required for both sexes.

Lavatories should be readily accessible also from the bus stances. Separate accommodation for passengers and staff should be planned.

Cafes and Restaurants

Facilities for at least light refreshments are desirable at all bus stations except for those catering only for very local traffic. Where the station is a stopping and inter-change station for long-distance services, the service of main meals may be necessary and in these cases self-service or waitress service at tables is desirable. Counter-service is becoming more generally acceptable, but where it is adopted consideration must be given to the fact that many customers have luggage or parcels which they wish to keep near them during a meal.

Details of planning restaurants and counter-service are given in "Planning" (1949) by "E. & O.E." in the sections on "Hotels", "Holiday Camps" and "Shops".

Kiosks and Shops

Shops, or, more frequently, kiosks are desirable for the sale of newspapers and magazines, sweets and confectionery and also for tobacco. They are often leased as concessions rather than operated by the bus company. Whenever there is a suitable street frontage as much of the adjacent ground floor area and frontage as possible should be used for shops. It is wise to ensure that the selling space is indoors, or at least under very adequate cover, as a protection from rain and wind, for both passengers and the goods on open-fronted stalls or kiosks.

Very small kiosks or stalls usually require additional space for some bulk storage in positions reasonably accessible to the selling space.

The essential needs of these kiosks is a counter, (which may include a flap or wicket gate for access), shelving,

some storage and as much display space as possible. Shutters or gates are necessary to secure the stalls or kiosks when required. No separate sanitary facilities are needed as shop staff usually use the general station accommodation or that of the station staff. Kiosks can be as little as 4' 0" wide and 5' 0" deep but more space is obviously desirable.

Staff Accommodation

The staff accommodation roughly divides itself into two groups, one needed for the operating of the vehicles and the other for administration. The latter may be of considerable extent if the organisation has a head or area office at the station, or quite small if it is only to administer the traffic of the particular station. Offices for administrative staff may, with advantage, occupy upper floors of any station building. The detailed planning should follow the recommendations given in "Planning" (1949) by "E. & O.E." in the Section on "Office Buildings".

The following accommodation is needed for the operating staff of an average-sized bus station: offices for manager, controller and inspectors; offices for cashiers and ticket clerks; a conductor's paying-in room, locker rooms, sanitary and rest room accommodation; canteen; storage for staff cycles is needed at many bus stations. Facilities for clocking-on may have to be provided either inside a building or under external cover. Recording clocks should not be installed closer together than 5' 0" centre to centre and should be in a position where waiting staff do not impede passenger movements.

Rooms for inspectors and controllers should have good visibility of all the bus stances if this is possible. Some stations have a controller who acts as starter and who is placed in such a position that he overlooks the station from a high level and controls the movements of the buses by light signals and the passengers by means of loud speakers.

The cashiers' room and conductor's paying-in room should adjoin and have connecting hatches for inter-communication. In planning the cashiers' room it must be remembered that there are at times, especially at night, large sums of money in the room, proper provision

should be made, therefore, for the safety and storage of cash and, in a measure, for the safety of the cashiers themselves. The cashiers' room should be planned on an allowance of at least 50 sq. ft. per person. Paying-in hatches at about 5' 0" centre to centre should be provided. Many conductors' rooms are equipped with racking for the storage of the conductors' ticket-boxes and equipment but these vary considerably in size and shape, according to the requirements of different operating companies; in some cases, where the station is a terminal, these rooms may also act as rest rooms.

Locker rooms providing accommodation for all personnel using the station are essential; in many cases the personnel changes in or out of uniform on starting or leaving duty and adequate space for changing may be required in or additional to a locker room. Full-length lockers to hold an overcoat are desirable, together with some drying facilities although with the modern closed types of buses drivers and conductors no longer get excessively wet. Details of planning locker rooms are given in "Planning" (1949) by "E. & O.E." in the Sections on "Offices" and "Factories".

Canteens must be designed to give quick service as the breaks for meals may be of short duration for drivers and conductors and other outside staff. Except where there is a large office or repair staff, additional to drivers and conductors, the canteen need not be large owing to the users' times for refreshment being often of short duration or spread out over fairly long periods.

Staff Bicycles

As operating personnel often arrive at and leave the station before and after normal bus and train services, the use of cycles and motor-cycles is common and it is of great importance that proper storage, preferably under cover, is arranged in positions to which only the staff have access. Details of planning for cycle and motor-cycle storage are given in the Sections on "Schools" and "Factory Buildings" in "Planning" (1949) by "E. & O.E.". (To be concluded next week)

I N P A R L I A M E N T

The Lords on Housing

A debate on housing which occupied the House of Lords for nearly eight hours—with a break for dinner—on June 22, seemed to produce little very new except three Government replies and a prospect of effort continuing for generations.

Twelve members of the House offered their views in the discussion, which Lord Llewellyn began with the comment that the only person who appeared satisfied with things was the Minister of Health, and the criticism that insufficient drive was being put into the programme. Imports of softwood were inadequate; so far this year only about 700,000 stand-

ards had been purchased, less than half the 1,500,000 standards which according to the Price report were our minimum requirements. Stocks which should stand at 750,000 standards were down to less than 150,000, and builders were unable to get the sizes they required. Unless the Government squeezed out more dollars for Canadian timber there was liable to be a breakdown. Increased costs were already preventing many families occupying the larger council houses, because the rents were too high. One way to reduce costs was to introduce incentive schemes. Refusal of applications to work overtime was complete madness; it indicated that those in official circles, especially in the

Ministry of Labour, could not be alive to the urgency of the problem.

The Archbishop of York was not a critic of the Government's main policy; it was a remarkable achievement to have built or made habitable over one million houses, and the Minister was right in first building houses to let. But he urged strongly that the time had come to make a departure in policy in order to bring direct influence to bear on the slums. He doubted whether there had been any time in the past 100 years when overcrowding had been so grave, or the effects of slums so disastrous. The Minister of Health should divert his dynamic energy to dealing with the slums.

Lord Quibell attributed nearly all increases in building costs to materials, asserting that builders were the servants of rings and combines, whether of Government departments or private firms, and the building industry should bear only a little of the responsibility for the increased costs. He severely criticised the house-building operations of the Ministry of Works, and quoted figures for foresters' houses built for the Forestry Commission, ranging from £3,496 to £2,756—plus an additional charge of 12½ per cent. for inspection and supervision. He also made a series of charges about the bad quality of the work, and demanded that the arrangements should be brought to an end.

Viscount Samuel said the situation was a discredit to the building industry for not having adopted the right methods of organization and wage-paying, to the Timber Control, and to the Government, who had inflicted grave injury on the people by failing to build the houses that were needed. Among other speakers the Earl of Radnor accused the Government of being "urban minded" and neglectful of rural needs; and Lord Wolverson suggested that timber purchasing should be handed back to the trade, with a limit imposed on dollar expenditure. Lord Hawke calculated that the £300 millions that the building programme would cost was only 2½ per cent. of the national resources, which was not enough to devote to this purpose.

Lord Montagu of Beaulieu described the work on an L.C.C. estate in Kent where houses were being built with no bricks, practically no timber, and with a great deal of unskilled labour. The firm concerned had contracted to build 100 of them in 100 days. He could not understand why this process had not received more encouragement from the Government. Lord Balfour of Burleigh urged that the great pull of London should be reduced, and planning powers used to prevent new industries coming into London. He also advocated a strong commission to inquire into the tangle of rent restriction and subsidies.

The three Government speakers were, in turn, Lord Macdonald of Gwaenysgor, Paymaster-General, Lord Morrison, Parliamentary Secretary, Ministry of Works, and Viscount Addison, Lord Privy Seal.

Lord Macdonald said the Departments had been scouring the world trying to get timber. They were negotiating with various countries, and it would be embarrassing to have to disclose at short intervals what the position was. He regretted the tendency to refer to the recent contract with Russia a little cynically. It was a firm contract for 150,000 standards, with possibly a further 50,000—which would be twice as much as was obtained from Russia last year. It had been alleged that there was excessive delay in coming to terms with Sweden, but the prices asked by the Swedes last autumn were higher than the Government considered justifiable, and higher than they had subsequently paid to Finland, Russia, or any other country. Certain Swedish sellers had since appreciated this fact. The Government believed that provided the difficulties were not exaggerated, provided there was co-operation, and

provided care was exercised in the use of timber, the target of 200,000 houses should be reached. There had been some discussion on reducing the standard of building to get a bigger number of houses, but the Government had no present intention of lowering standards. On slum clearance he could say little. Housing authorities had been advised that they should not embark on demolitions unless there was a danger to life or health, and were satisfied that rehousing could be provided out of the housing programme. Although the Government felt keenly about the slums they thought that in present circumstances they had adopted the right policy.

Lord Morrison said that the question of incentives was under review, and the Ministry of Works would welcome any extension of the system. Large contractors had found it fairly easy to adopt a system of incentives, but the smaller employers had found much more difficulty in getting a proper scheme. He answered Lord Quibell's charges by pointing out that local authorities usually built in some numbers and near existing services, whereas the Forestry Commission houses were in small numbers and in remote areas, but he promised to investigate closely the cases which had been mentioned. The Government welcomed the debate—"impatience solves more problems than patience".

Viscount Addison spoke of what had already been done to inhibit further factories and other development in London, and of the material effect that the programme of new town development would have on large centres of population, although it would take a long time to come fully into force. He also promised to look into Lord Balfour's suggestion about rent restriction and subsidies. But on the general question, he said housing was an immense task and its solution would take many years at the present rate of progress—or even at a much greater rate. It was no good burking that fact. He would never blame any Government for not solving the housing problem in a year or two. If the present progress of 200,000 houses a year went on for the next generation, then they would have begun to make a considerable impression upon it. New standards of life had altered the character of the housing demand, and for that reason the estimate made some years ago of a million houses required was now seen to be out of focus. In his view no case had been made that the Government had neglected housing. Considering where they started from, a great effort had been made.

Softwood Purchases

The President of the Board of Trade was questioned about the results of the timber negotiations with Russia, and prospects of increased supplies from Finland and Scandinavia this season. He stated (June 22) that substantial contracts had been placed in North America, Yugoslavia, France, Poland, and in Finland where the Finnish Sawmillers' Association had a commitment to supply 225,000 standards of softwood, approximately the quantity

received in 1949. A contract with Russia was signed on June 13 for 153,000 standards of softwood for shipment this year. In addition, the Russians had an option subject to mutual agreement on specification and shipment dates for a further 50,000 standards up to July 15. A further Russian contract signed on June 10 would provide 65/75,000 fathoms of pitwood. Negotiations with individual shippers in Sweden and Norway continued; he had no doubt that further quantities would be purchased there, but it was impracticable at this stage to say what they would amount to. It was too early to anticipate supplies for 1951 from any of the sources he had named.

Current Shortages

Replying to a series of questions asking whether adequate supplies of softwood had now been secured to maintain the 1950 building programme, Mr. Wilson stated that the import programme for the year made full allowance for all essential uses of timber, and he anticipated no hold-up in the building programme from the temporary low level of stocks during the next few weeks. This shortage was due to a slowing up in imports from the dollar areas last autumn. The drain on emergency stocks during the past few weeks had been very small, suggesting that some of the statements about shortage had been exaggerated. One result of having small total stocks was that supplies of particular sizes were bound to be deficient in particular areas.

Where the Wood Goes

Mr. Wilson supplied the following information about the main user categories of imported softwood in 1948 and 1949, showing quantities consumed by the principal classes of user, in reply to a question by Mr. Robson Brown (June 23)—

	1948	1949
	<i>Standards Standards</i>	
House building and repair	370,000	350,000
Export packing	180,000	230,000
Road and rail transport	110,000	110,000
Manufacturing industry	80,000	80,000
Industrial building	60,000	60,000
Shipbuilding and repairing	50,000	40,000
Food packaging	30,000	30,000

Private Purchase of Plywood

Mr. Wilson announced (June 22) that the Government had recently decided that imports of plywood from a large number of countries, excluding Finland, Russia, Sweden and dollar sources should be handed over to private trade. The possibility of extending this list of countries would be kept under review. He would also very shortly be freeing from consumption licensing all those types of plywood for which he was satisfied that supply was reasonably likely to meet demand. He explained that Finland and Sweden were excluded because, under present arrangements, all the plywood for this year had been bought by the Timber Control.

Timber Research

Mr. Dugdale, Minister of State for Colonial Affairs, informed Brigadier Rayner that the Forest Products Research Laboratory was carrying out extensive research into the properties of some 20 Colonial timbers, with the object of developing their uses in the most effective and economical ways. Extra staff was being recruited for this purpose. Brigadier Rayner suggested that as experts thought some of the timbers being used in the construction of the new Chamber of the House of Commons would be economical and suitable for more general use the Minister should take the advice of the Minister of Works, and Mr. Dugdale agreed to consider that. (June 21.)

Bombed City Centres

The Minister of Town and Country Planning was asked by Mrs. Middleton for a statement on the allocation of resources for the reconstruction of the business centres of provincial bombed cities. The Parliamentary Secretary, Mr. Lindgren, announced that programmes would be authorised to the value of a total expenditure of £4,000,000 in 1951, and some additional work would be able to be started in the current year. He was asking the local authorities of cities with badly damaged centres for a list of the projects which could be started in the near future, having regard to the labour force available after housing, industrial and other essential building needs had been met,

together with an estimate of the expenditure involved both in this year and next. (June 20.)

Mobile Labour Force to end

The Minister of Works announced in a reply to Mr. Marples on June 26 his decision that the Mobile Labour Force, which he said had done admirable work, should not undertake any further commitments except in very special circumstances. Subject to any such cases arising, the Force would be allowed to run down as its programme of work now in hand was completed, which, so far as could be foreseen, would be about the end of 1951.

(From Our Parliamentary Correspondent)

Information Digest

OFFICIAL PUBLICATIONS

- **B.R.S. Digest No. 17.** Issued by B.R.S., Garston, Watford, Herts. Price 2d. Colour Washes (including Paints) on External Walls. April, 1950.

This digest gives a brief summary of the various materials available for the decoration of external walls, and details of the conditions under which they can be satisfactorily used. Advice is given concerning the choice of materials for specific surfaces, and factors influencing the durability of colour washes are listed. A useful table is included listing the properties of various types of colour wash. The annual subscription for B.R.S. Digests, which are published monthly, is 2/6d. including postage, and they can be obtained through H.M. Stationery Office, or any bookseller.

- **Clay Building Bricks of the United Kingdom.** By R. G. Bonnell and B. Butterworth. Published by H.M.S.O. for the Ministry of Works. Price 7/6d. net.

This publication is No. 5 in the series prepared on behalf of the Technical Committee of the National Brick Advisory Council. Nos. 1 and 2 were published in 1947, and Nos. 3, 4, 5 and 6 will appear in the near future. The work described in the publication has been carried out as part of the research programme of the Building Research Board of the D.S.I.R. undertaken by the Building Research Station. An extensive survey of common clay bricks has been carried out, and the results of this survey supplemented by data collected by the B.R.S. between 1930 and 1947, are now discussed in relation to the geological classification of the clays from which the bricks were made. Important similarities are brought to light, between the properties of bricks made from clays of similar origin, and marks a new stage in the systematic study of clay bricks and their manufacture. The results of this study should be of considerable value to both brick makers and brick users.

- **British Standards and Codes of Practice.** Issued by the B.S.I., 24/28 Victoria Street, S.W.1.
B.S. Handbook No. 12, 1950. British Standards for Water Fittings. Price 25/- post free.

This handbook includes in one volume the 26 British Standards to which reference is made in the M.O.H. Model Byelaws Series XXI. "The prevention of waste, undue consumption, misuse or contamination of water", 1949. For convenience of reference the Model Byelaws concerned have been printed at the end of the book, and the appendices, list additional British Standards related to those quoted in the Model Byelaws, together with brief summaries of British Standards for equipments associated with water fittings such as traps, basins, baths and tanks, etc.

- B.S. 1635-1950. Graphical Symbols for Fire Protection Drawings. Price 3/- net.

This Standard has been prepared at the request of the "D.S.I.R. and Fire Offices Committee Joint Fire Research

Organisation", to provide a set of symbols for standard use on drawings prepared in relation to fire protection. In addition to the Schedule of symbols and their meaning, two typical plans are included in the standard illustrating the use of the symbols.

- B.S. 1641-1950. Cast Iron Pipe Fittings for Sprinklers. Price 2/6d. net.

This standard is one of a series concerning pipe fittings, and it deals with all the types of cast iron fittings commonly used for automatic sprinkler and other fire protection installations. The standard gives dimensions for cast iron pipe fittings, but does not deal with the composition of the material.

- B.S. 1053-1950. Water Paints and Distempers for Interior Use. Price 2/- net.

The standard supersedes the War Emergency Specification of August 1942 for water paints and distempers. The quality of water paints, provided for in this revision although an improvement on the war-time standard, is still not as high as the industry would have liked, had the necessary raw materials been freely available. This Standard will be reviewed not later than December, 1950, with a view to improving the quality as the supply of materials improves.

- B.S. Code of Practice 141. Backgrounds for Roof Coverings. (Draft for Comment.) Price 3/- net.

This Code consists of a main code giving general information concerning backgrounds for roof coverings, and two sub-codes, one dealing with boarding and the other wood-wool slabs. Tables are given for the spacing of supports for wood-wool slabs and boarding and typical fixing methods are illustrated.

- B.S. Code of Practice, Code 143.210. Asbestos Cement Sheet Roof Coverings. (Draft for Comment.) Price 3/- net.

This Code deals with the various types of corrugated asbestos-cement sheeting used as roof coverings; together with the various types of asbestos underlay sheets. The Code advises on design, makes recommendations concerning methods of fixing, and the treatment of such details as eaves, verges, gutters and walkways etc.. The tables included give dimensions, laps, weights and purlin spacings for standard sheets, co-efficients of heat transmission, and sizes of gutters and R.W.P.s.

MATERIALS AND CONSTRUCTION

- **Asphalte in Modern Building Construction.** By G. J. Hancock. Publishers: George Newnes Ltd., Tower House, Southampton Street, W.C.2. Price 30/- net.

This book was written as a result of the demand for a short text book suitable for apprentices entering the Asphalte industry. It deals with the nature and uses of Mastic

Asphalte, the technique of manufacture and laying, and the analysis and testing of the materials used. A number of details of interest to the asphalte user, are dealt with in Chapter 8, and many of these are of particular interest to the Architect. The final Chapter is devoted to the measurement and specification of Asphalte work, and the appendices refer to such special problems as "Blistering of Asphalte on Concrete Roofs", and "The Maintenance of Asphalte Floors", etc. A useful bibliography is included, and the drawings of recommended construction details are clear, well presented, and supported by good photographs. The author of this book has produced a text book which will not only be of use to those entering the Asphalte industry, but to all students of architecture and building.

LIGHTING AND HEATING

- **The Lighting of Churches by Electricity.** Published by The Church Information Board, Church House, Deans Yard, S.W.1. Price 4d.

This little leaflet produced by the Church of England Authorities on Electrical work in Churches is an excellent publication giving good advice to those concerned with either new or existing churches. The five main methods of illumination are described, and the need for lighting which not only provides adequate illumination, but also enhances the architectural beauty of the building is strongly emphasised. The pamphlet wisely recommends lighting fittings of simple functional design, and gives a warning concerning the typical so-called "special church fittings", which "often embody pseudo gothic architectural ornament, unsuitable for such a purpose". Recommendations are made concerning wiring, general layout, special precautions and electric heating.

Part II of this pamphlet is devoted to Regulations to be observed by Electrical Contractors, and this section can be purchased separately, price 2d.

The Regulations lay down general rules for lighting installations, and general specifications for switch gear and wiring, etc.

This publication can be warmly recommended to all concerned with the repair, maintenance and design of Anglican churches.

- **S.S.F.F. Solid Smokeless Fuels.** Issued by the Solid Smokeless Fuels Federation, 1 Grosvenor Place, S.W.1. Free.

The problem of smoke abatement, makes the use of smokeless fuel for general purposes a matter of considerable importance. This brochure deals with the problem of smoke nuisance, tables the characteristics of solid smokeless fuels, their production, utilization and storage. It is estimated that the use of non-smokeless fuel represents a loss to the nation of the equivalent of 2½ million tons of fuel annually and that this coupled with the damage to buildings and the pollution of the atmosphere, costs the country no less than £40 million annually. The publication is illustrated by excellent photographs and diagrams and includes a number of useful tables.

- **Technical Handbooks Nos. 1, 2, 3 and 4.** Published by the Gas Council, 1 Grosvenor Place, S.W.1. Free.

These four booklets deal with 1, Coked-fired domestic appliances, 2, Coked-fired central heating plant, 3, Coked-fired small steam raising plant, and 4, Coked-fired semi-producer furnace for drying and process heating plant.

The booklets have been prepared for the guidance of those who install and own coked-fired equipment. They are well written and admirably illustrated with photographs and drawings. All of the booklets contain a considerable amount of technical data, in tabulated form, which should be of value to architect and heating engineer.

- **How to Insulate Industrial Buildings.** Issued by Structural Insulation Association, National House, 14 Moorgate, E.C.2. Free.

This leaflet is the latest publication of the Structural Insulation Association and consists of a detailed schedule of insulating materials suitable for use in factory buildings. "U" values are given for all the materials listed to enable the possible reduction of heating plant in a new building to be calculated by the architect or engineer concerned. A very useful publication for all concerned with industrial buildings.

MISCELLANEOUS

- **The Iveagh Bequest, Kenwood.** Published by the L.C.C. Available through any bookseller. Price 6d.

In 1927 the mansion of Kenwood, its collection of pictures and furniture and the surrounding parklands were bequeathed to the nation on the death of the 1st Earl of Iveagh. In 1949 the London County Council agreed to become responsible for the house and the park. This booklet, written by Robert H. Matthew, Architect to the L.C.C., describes the house, built in 1616 by John Bill, the King's Printer, and the unique collection of furniture and pictures. Robert Adam was responsible for extensive improvements to the house in 1767, including the addition of the great room now known as the "Adam room". The booklet contains four photographs and a catalogue of the pictures.

- **The Cathedral Church of St. Patrick, Armagh.** Published by the Restoration Committee. Price unstated.

In 1949 the Architect to the Dean and Chapter of this Cathedral, Mr. Arthur E. Drury of Belfast, reported that to restore the structure, work to the value of at least £15,000 was urgently necessary. This booklet, which gives an outline of the Cathedral of St. Patrick, Armagh from the selection of the site in the year A.D. 444 by St. Patrick to the present day, is an appeal for funds to enable the essential repairs to be carried out. Since the disestablishment of the Church of Ireland in 1871, funds for the restoration of its buildings have been provided only by voluntary contributions, and the restoration of Armagh Cathedral depends upon contributions, from the same source. The main repairs necessary concern the roof timbers, the windows and the stonework. This appeal is commended to all interested in the Church of Ireland and its ancient buildings.

- **The National Trust, News Bulletin, April, 1950.** Issued by the National Trust, 42 Queen Anne's Gate, S.W.1.

Membership of the National Trust is by annual subscription of 10/- or more per annum. Life membership £20, or Associate membership (under 21 years of age) 2/6d. per annum. Members receive the Trust's list of properties, periodic reports and free admission to Trust properties. The April Bulletin gives an outline of the Trust's new appeals, and local events, together with a supplement to the list of Trust properties. The 1,000 properties of the National Trust includes historic houses, parks and gardens, scenery, villages, castles and ancient sites, totalling about 150,000 acres. The Trust is in great need of funds to maintain its valuable work of preserving historic buildings, etc., and new members are welcomed.

- **Television in Your Home.** By W. E. Miller. Published by Iliffe & Sons, Ltd., Dorset House, Stamford Street, S.E.1. Price 2/-.

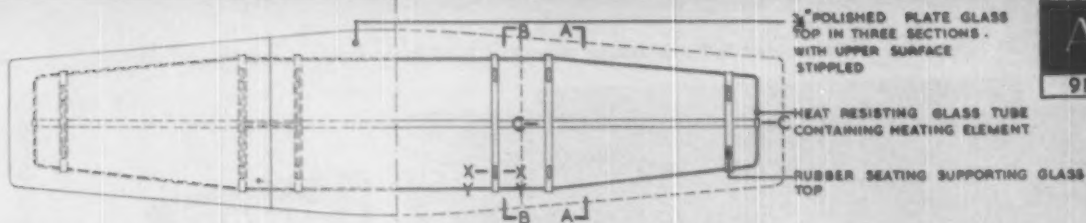
This booklet has been published to give non-technical information for the owners of television sets. The book assumes no knowledge of television and answers many of the questions which a new viewer may be expected to ask. The contents include: What Television brings to you; How it comes to you; Choosing the right set; Installing the Aerial; Getting the Best Reception, and Answers to Questions. A useful publication, which should be purchased by all owners and potential owners of television sets.

- **Architects and Builders' Size Book.** By H. M. Tansley. Published by George Newnes Ltd., Tower House, Southampton Street, W.C.2. Price 17 6d.

This is a small reference work giving concise and factual information regarding available types and sizes of all normal, standard building components and fittings. A series of useful tables are included together with a list of manufacturers and suppliers, and short list of British Standards related to Building. This is a useful little reference book for the Architect and Builder, although the price is rather high at 17s. 6d.

OTHER PUBLICATIONS RECEIVED

- **B.S. 1638-1950. Report on the Selection of Ranges of Types and Sizes. (Preferred Numbers)** by J. E. Sears. Published by the B.S.I., 24, 28 Victoria Street, S.W.1. Price 3/- net.
- **Homes Fit for Families to Live in.** Issued by Woodaway Constructions Ltd., 43 East Street, Taunton, Somerset. Free.

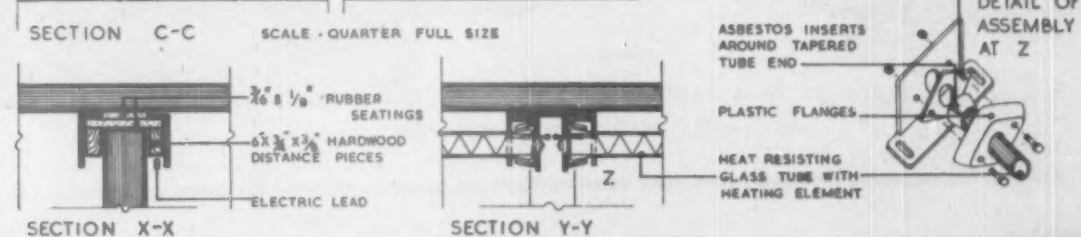
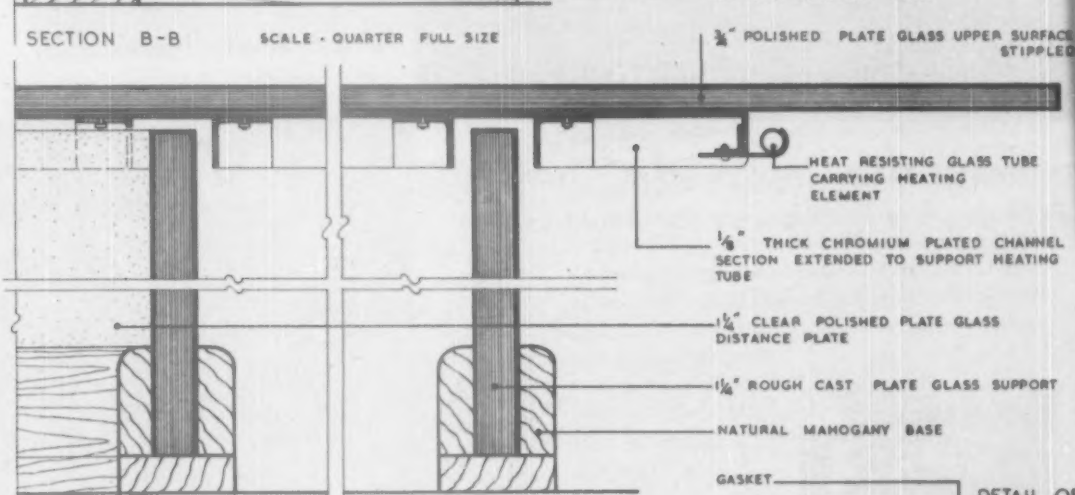
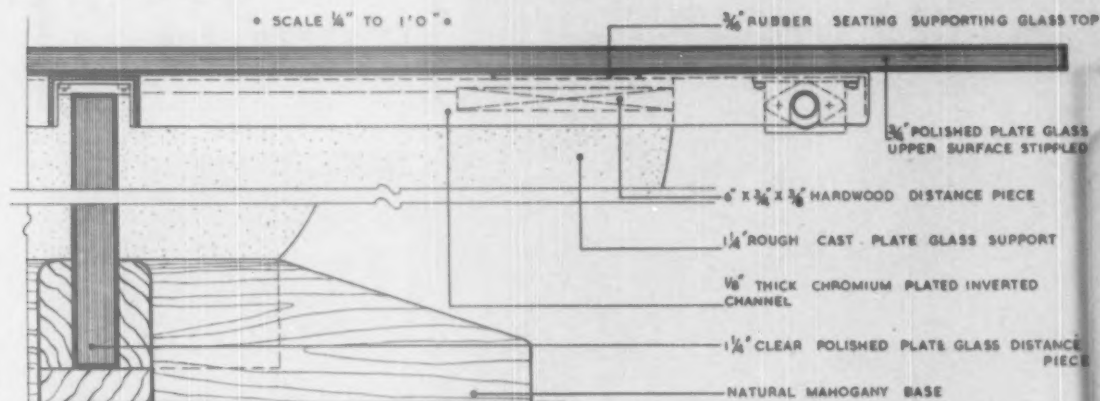


1/2 PLAN OF TABLE TOP

1/2 PLAN OF STEEL CAPPING CHANNELS & SPACERS BENEATH TOP

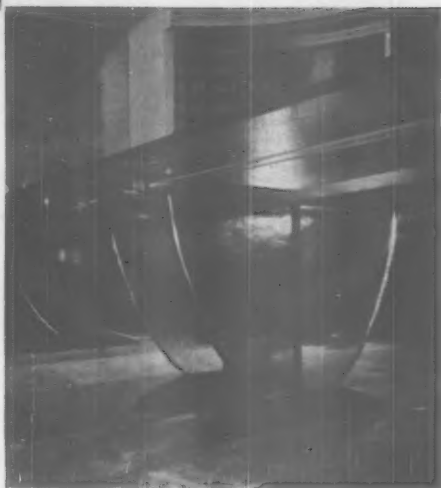



• SCALE 1/4" TO 1'0" •





CONFERENCE TABLE · SELWYN HOUSE · LONDON
DESIGNED BY KENNETH CHEESMAN





**chosen
for its beauty, utility
and economy**



FORMICA was specified for internal use in the Maypole Child Welfare Centre, Birmingham.
Designed by Donald A. Goldfinch, F.R.I.B.A., F.R.San.I.



Portion of kitchen. Walls are panelled throughout in FORMICA. Table top is also FORMICA.



Lecture room and canteen.
Hutches, counter and table top in FORMICA.



Corner of consulting room
showing green linette FORMICA table tops.

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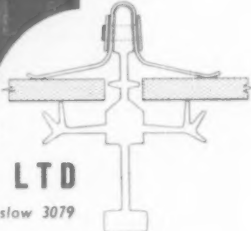
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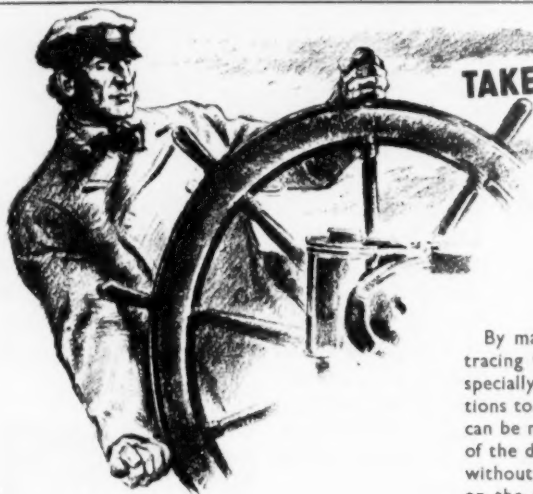
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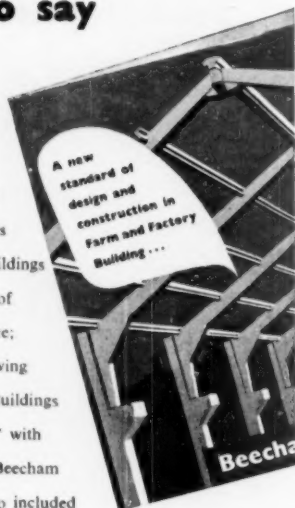


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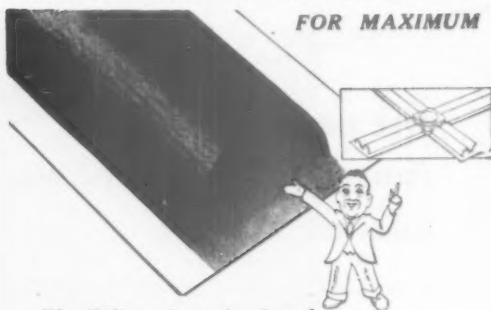


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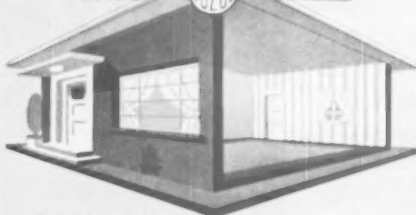
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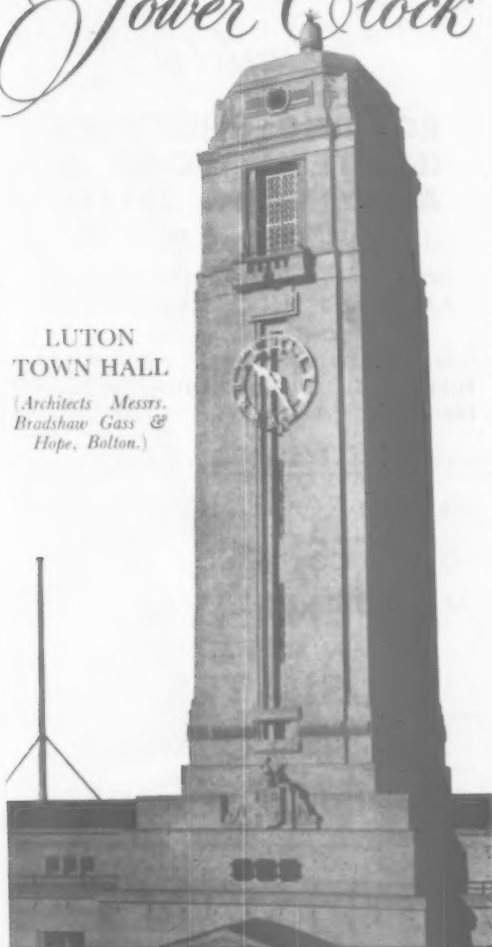
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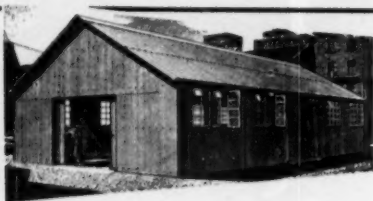
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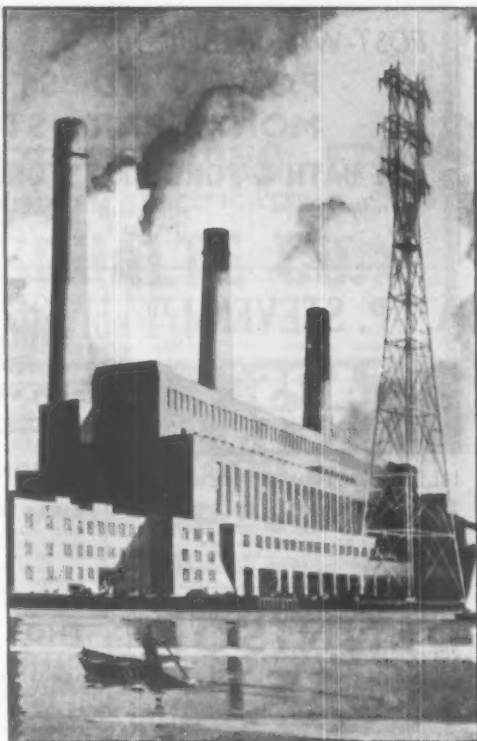
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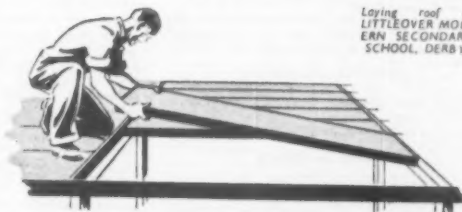
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2. STUDIO MASTERS IN ARCHITECTURAL DESIGN. Applicants should be Associates of the R.I.B.A. and preferably have been trained in a Recognised School. Previous teaching experience is desirable but not essential.

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R. H. CURRELL, Clerk. 14623

THE URBAN DISTRICT OF HAVANT AND WATERLOO.

CLERK OF WORKS.

APPLICATIONS are invited from qualified persons for the post of CLERK OF WORKS in connection with the Council's housing programme.

The appointment will be on a temporary basis dependent on the progress made with post-war housing, and will be subject to one month's notice on either side.

The inclusive salary will be £8 10s. 0d. per week. Applicants must have a thorough knowledge of the building and allied trades, be fully conversant with plans and specifications, competent in the measurement and setting out of work and maintaining records.

Forms of application can be obtained from the Engineer of the Council, Council Offices, 1 Park Road North, Havant.

Applications on the forms provided, endorsed "Clerk of Works," to be sent to the undersigned not later than first post on Saturday, the 8th July, 1950.

ALBERT E. MADGWICK,
Clerk of the Council

Town Hall, Havant.
19th June, 1950. 14624

STATES OF JERSEY.

ARCHITECTURAL ASSISTANT.

APPLICATIONS are invited from Chartered Architects for the above appointment in the office of the States Engineer at a commencing salary of £500 per annum.

The post is pensionable and the candidate selected will be required to submit a Medical Certificate of physical fitness.

The appointment will be determinable by one month's notice on either side and will be subject to the conditions laid down in the Civil Service Administration (Jersey) Laws, 1948.

Candidates should have a good general experience and preferably in the service of a public authority.

Applications, stating age, qualifications, experience, and accompanied by copies of three recent testimonials, should be delivered to the undersigned not later than 4th July, 1950.

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COUNTY BOROUGH OF BOURNEMOUTH.

BOROUGH ARCHITECT'S DEPARTMENT.

APPLICATIONS are invited for the following appointments—

SENIOR ARCHITECTURAL ASSISTANT—Established post. Salary Grade A.P.T. IV, £460-525 per annum.

Applicants should have had two years' experience after passing R.I.B.A. Intermediate Examination and preference will be given to applicants with knowledge of educational building in accordance with the requirements of the 1944 Act.

CLERK OF WORKS—Unestablished post. Salary £350 per annum, rising after one year's satisfactory service to Grade A.P.T. I, £390-435 per annum.

The successful candidates will be appointed at their present salary if such salary is within the incremental scale of the advertised posts.

The above appointments will be terminable by one month's notice, in writing, on either side and subject to the provisions of the Local Government Superannuation Act, 1937, also to the conditions of service in accordance with the National Scheme.

The successful candidates will be required to pass a medical examination.

No assistance can be offered regarding housing accommodation.

Applications, on forms to be obtained from the Borough Architect, Town Hall, Bournemouth, accompanied by copies of three recent testimonials, to be returned to the undersigned in envelopes endorsed "Staff Architectural" not later than 9 a.m. Saturday, 15th July, 1950.

A. LINDSAY CLEGG, Town Clerk. 14627

BOROUGH OF HESTON AND ISLEWORTH.

APPOINTMENT OF SENIOR ARCHITECTURAL ASSISTANT.

APPLICATIONS are invited for the permanent appointment of a SENIOR ARCHITECTURAL ASSISTANT in the Department of the Borough Engineer and Surveyor (salary in accordance with A.P.T. VII—£635 x £25—£710 per annum, plus London Weighting of £30 per annum).

Applicants must have passed the examination for the Associateship R.I.B.A., or hold a university degree or diploma in architecture accepted by that Institution.

The person appointed must have had good experience in architectural design and building work under construction. His or her duties will include preparation of sketch designs, working drawings, and the handling of building contracts under construction. Experience in housing and multi-storied flats will be considered an advantage.

Applications, on forms to be obtained from the Borough Engineer and Surveyor, 88 Lampton Road, Hounslow, must be returned to him not later than noon on Monday, 17th July, endorsed "Senior Architectural Assistant."

HAROLD SWANN, Town Clerk

June, 1950. 14629

THE CIVIL SERVICE COMMISSION invite applications for a pensionable post of INVESTIGATING OFFICER or SENIOR INVESTIGATING OFFICER in the Royal Commission on Ancient and Historical Monuments (Scotland). Candidates must either be an Associate of the Royal Institute of British Architects, or hold a University degree in Architecture; some knowledge of Latin essential, and some experience of descriptive writing desirable. Candidates must be at least 22 and under 48 years of age on 1st July, 1950, but candidates over 48 with exceptional qualifications may be considered. Appointment will be made in the junior or senior grade according to age, qualifications and experience, but the minimum age limit for appointment to the senior grade will be 30. Duties will include field survey of ancient monuments, drafting of descriptive articles and historical matter, drawing of plans, photography, etc. Headquarters will be in Edinburgh but duties will involve travelling.

Salaries: Junior Grade—£330 x 20—£490 x 25—£700.

Senior Grade—£750 x 25—£850.

These are London rates and are subject to abatement ranging from £10 to £30 in Edinburgh. In certain circumstances the successful candidate will be allowed to enter the scale above the minimum. Scales for a woman somewhat lower. Memorandum of particulars and application forms, which must be lodged not later than 12th August, 1950, are available on application from the Secretary, Royal Commission on Ancient and Historical Monuments (Scotland), 3 South Bridge, Edinburgh, 1. 14630

CITY OF BRADFORD.

CITY ARCHITECT'S DEPARTMENT.

APPLICATIONS are invited for the following permanent posts in the Office of the City Architect (W. C. Brown, Dip.Arch., A.R.I.B.A., A.M.T.P.I.).

The Department is responsible for the work of all Committees with the exception of Housing.

3 ASSISTANT ARCHITECTS (Grade VI, £395/£660 per annum).

Candidates must be Associates of the Royal Institute of British Architects, with at least two years' office experience.

2 QUANTITY SURVEYORS (Grade VII, £635/£710 per annum).

Candidates should be members of the Royal Institution of Chartered Surveyors and have qualified in the Quantities Section.

1 CHIEF CLERK OF WORKS (Grade V, £520/£570 per annum).

Candidates must have a thorough knowledge of all trades and have experience in large scale building projects in which Stone, Steel and Reinforced Concrete have been extensively used. A sound knowledge of measuring up for final accounts is necessary and the successful candidate will be required to supervise and co-ordinate the work of the Clerk of Works Staff generally.

1 CLERK OF WORKS (Grade II, £420/£465 per annum).

Preference will be given to candidates who have obtained the full Technological Certificates of the City and Guilds of London Institute or other recognised examination.

The above appointments will be subject to the Local Government Superannuation Act, 1937, and the successful candidates will be required to pass a medical examination.

Application forms may be obtained from the City Architect's Department, Town Hall, Bradford, and the completed forms must be returned to me not later than Saturday, the 15th July, 1950.

W. H. LEATHEM, Town Clerk.
Town Hall, Bradford. 14635

SALOP COUNTY COUNCIL.

COUNTY ARCHITECT'S DEPARTMENT.

APPLICATIONS are invited for the following appointments to Established posts in the Department—

1. ASSISTANT ARCHITECTS, A.P.T. Grades

III-IV. Salary £450 to £525 per annum.

2. ASSISTANT ARCHITECTS, A.P.T. Grades

II-III. Salary £420 to £495 per annum.

The appointments will be subject to one month's notice in writing on either side; to the terms of the National Joint Council's Scheme of Conditions of Service, and to the provisions of the Local Government Superannuation Act, 1937. The successful applicants will be required to pass a medical examination.

Application forms may be obtained from the County Architect, A. G. Chant, F.R.I.B.A., Council House, London Road, Shrewsbury, to whom they must be returned, accompanied by copies of not more than three recent testimonials, not later than Saturday 22nd July, 1950.

G. C. GODBER, Clerk of the Council.
Shrewsbury.
June, 1950. 14635

KENT COUNTY COUNCIL.

APPLICATIONS are invited for appointments in the Buildings Department of two ASSISTANT ARCHITECTS at salaries within A.P.T. Grades V(a)-VI (£550-£660).

Applicants, who must be members of the Royal Institute of British Architects, should, for preference, have completed a full-time course at a recognised school of architecture and be conversant with methods of research. In addition, they should have good experience in the design and supervision of both large and small building schemes, and be capable of taking charge of such schemes.

Previous experience with a local authority is not essential, but experience on school buildings will be an advantage.

The posts are supernumerary and the successful candidates will be required to pass a medical examination.

Applications, on forms obtainable from the County Architect, Springfield, Maidstone, should be delivered to him not later than 14 days after the appearance of this advertisement.

W. L. PLATTS,

Clerk of the County Council.

County Hall, Maidstone.
23rd June, 1950. 14634

HUNTINGDON COUNTY COUNCIL.

COUNTY ARCHITECT'S DEPARTMENT.

SENIOR ASSISTANT ARCHITECT,
GRADE VII A.P.T.

APPLICATIONS are invited for the appointment of a SENIOR ASSISTANT ARCHITECT, salary Grade VII A.P.T., £615 x £25 to £710 per annum. Applicants should hold the A.R.I.B.A. or equivalent qualification and have had suitable experience.

The appointment is subject to the provisions of the Local Government Superannuation Act, 1937, and the successful candidate will be required to pass a medical examination.

Forms of application may be obtained from S. J. Hands, A.R.I.B.A., County Architect, County Buildings, Huntingdon, to whom applications should be submitted by not later than Wednesday, 12th July, 1950.

JOHN KELLY, Clerk of the County Council,
County Buildings, Huntingdon.
29th June, 1950. 14631

SOUTHERN COLLEGE OF ART, PORTSMOUTH.

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A. C. TOWNSEND, Dipl. Arch. (Lpool), F.R.I.B.A.

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Applicants should hold the A.R.I.B.A. and preferably a Degree or Diploma of a Recognised School.

Salary in accordance with the Burnham Scale—£106-£155 per annum—with additional allowances for training, qualifications and experience, plus a Special Responsibility allowance of £100 per annum.

Full particulars of the appointment and application form from the Registrar, College of Art, Guildhall Square, Portsmouth.

E. G. BARNARD, M.A.,
Chief Education Officer. 14632

BOROUGH OF CAMBRIDGE

APPOINTMENT OF ARCHITECTURAL
ASSISTANTS.

APPLICATIONS are invited for—
Two experienced ARCHITECTS for Schools and General Architectural Work (Grade VII, £615-£710).

Both appointments will be subject to the Local Government Superannuation Act, 1937, and the successful applicants will be required to pass medical examinations. The posts are terminable by one month's notice on either side.

No housing accommodation can be provided by the Council for either of these appointments.

Forms of application may be obtained from T. V. Burrows, Borough Surveyor, Guildhall, Cambridge, and should be returned to him by 12th July, 1950.

ALAN H. J. SWIFT, Town Clerk,
The Guildhall, Cambridge. 14633

THE UNIVERSITY OF LIVERPOOL.

APPLICATIONS are invited for the post of LECTURER AND STUDIO INSTRUCTOR in the School of Architecture, at a salary scale of £550/50/1,100 per annum.

Applications, accompanied if possible by drawings or photographs of work, two testimonials and the names of two referees, should be received not later than 11th September, 1950, by the undersigned, from whom further particulars of the conditions of appointment may be obtained.

STANLEY DUMBELL, Registrar,
May, 1950. 14603

COUNTY BOROUGH OF CROYDON.

SCHOOL ARCHITECT'S SECTION.
ASSISTANT ARCHITECT.

APPLICATIONS are invited for this appointment. Salary—Grade A.P.T. V, £520 to £570 p.a., plus London Weighting.

The appointment is established and pensionable subject to medical examination.

Forms of application may be obtained from the Chief Education Officer, Katharine Street, Croydon (by sending stamped foolscap envelope), and must be returned to him within fourteen days from the publication of this advertisement.

Living accommodation is not offered.
Canvassing will disqualify.

E. TABERNER, Town Clerk,
June, 1950. 14619

LONDON COUNTY COUNCIL.

ARCHITECT'S DEPARTMENT.

Architect to the Council: Robert H. Matthew.
Deputy Architect: J. L. Martin.

APPOINTMENT OF SCHOOLS ARCHITECT
AND ASSISTANT SCHOOLS ARCHITECT.

APPLICATIONS are invited for the following positions in the Architect's Department—

(1) SCHOOLS ARCHITECT, £1,500 x £100 - £1,700.

The Schools Architect will be responsible to the Architect to the Council for the organisation and direction of the Schools division dealing with the design and erection of educational buildings of all types. The position calls for experience in contemporary architectural design and modern methods of construction and standardisation, qualities of leadership and organising ability of a high order.

(2) ASSISTANT SCHOOLS ARCHITECT, £1,250 x £75 - £1,550.

To assist the Schools Architect mainly in the sphere of design.

Candidates may be appointed at any point on the scale according to their qualifications and experience. No age limit. Experience of public architecture not essential. It is unnecessary for candidates who applied in response to a previous advertisement to apply again.

Form of application available from the Architect to the Council (AR/EK/SA), County Hall, S.E.1, enclosing stamped addressed foolscap envelope. Application forms to be returned not later than 13th July, 1950.

Canvassing disqualifies. (B31). 14609

MINISTRY OF WORKS.

THERE are vacancies in the Chief Architect's Division for ARCHITECTURAL ASSISTANTS with recognised training and fair experience. Successful candidates will be employed in London and elsewhere on a wide variety of public buildings, including Atomic Energy and other Research Establishments, Telephone Exchanges, and Housing.

Salary: Architectural Assistants, £300-£525 per annum, plus overtime. Starting pay will be assessed according to age, qualifications and experience. These rates are for London; a small deduction is made in the Provinces.

Although these are not established posts, some of them have long term possibilities and competitions are held periodically to fill established vacancies.

Apply in writing, stating age, nationality, full details of experience, and locality preferred, to Chief Architect, W.G. 10/AT, Ministry of Works, Abell House, London, S.W.1. 14653

LONDON COUNTY COUNCIL.

ASSISTANT QUANTITY SURVEYORS required in the Housing and Valuation Department for work in connection with the development of cottage estates and the construction of multi-storey dwellings at commencing salaries up to £700 a year according to qualifications and experience.

Duties include measurement of work in construction of houses, roads and sewers, preparation of interim and final bills, measurement and adjustment of sub-contracts, preparation of cost statistics, estimates, management of housing contracts of considerable value, interim valuations for payments measurement of variations and settlement of final accounts.

Forms of application from Director of Housing and Valuer, County Hall, S.E.1. Stamped addressed envelope required. (Quote QS) (B27). 14610

LONDON COUNTY COUNCIL.

APPLICATIONS are invited for positions of ARCHITECTURAL ASSISTANT (salaries up to £580 a year) in the Housing and Valuation Department. Commencing salaries will be determined according to qualifications and experience. Engagement will be subject to the Local Government Superannuation Acts, and successful candidates will be eligible for consideration for appointment to the permanent staff on the occurrence of vacancies.

Successful candidates will be required to assist in the design, layout and preparation of working drawings for housing schemes (cottages and multi-storey flats) and will be employed in the Housing Architect's Division.

Forms of application may be obtained from the Director of Housing, The County Hall, Westminster Bridge, S.E.1 (stamped addressed envelope required and quote reference A.A.11). Canvassing disqualifies. (B16). 10101

URBAN DISTRICT COUNCIL OF CORBY.

ENGINEER AND SURVEYOR'S DEPARTMENT.

APPLICATIONS are invited for the undermentioned appointments on the permanent staff of the Council's Engineer and Surveyor.

(1) CHIEF ASSISTANT ARCHITECT. Salary in accordance with Grade VIII A.P.T. Division of the National Scale of Salaries (£685-£760). Applicants must have previous experience of large scale housing development, preferably in Local Government Service, good experience in general architectural practice, and have a sound knowledge of contemporary design, construction and specification for houses, shops and schemes of flats.

(2) ASSISTANT ARCHITECT. Salary in accordance with Grade VI A.P.T. Division of the National Scale of Salaries (£595-£660). Applicants must have a sound knowledge of design, construction and specification and previous experience of local authority housing development.

Candidates for both appointments must have passed the Final examination of the R.I.B.A.

Housing accommodation will be made available to the successful candidate, if married.

The provisions of the Local Government Superannuation Act, 1937, will apply. Application forms, to be obtained from the undersigned, should be completed and submitted not later than noon, on Saturday, 15th July, 1950.

G. B. BLACKALL, Clerk of the Council.
Council Offices,
Corby, Northants.

27th June, 1950. 14618

ARCHITECTURAL APPOINTMENTS
VACANT

ARCHITECTURAL Assistant required in busy London (West End) practice to take complete charge of numerous small contracts. Applicants must be capable of handling the work from start to finish, including negotiations with clients and authorities. Office adjacent to main line and tube stations. Good salary and prospects.—Apply with full details to Box 5127, The Architect and Building News. 14628

JUNIOR Architectural Assistant required, up to R.I.B.A. Intermediate standard, for London office, capable of executing working drawings, etc., to start immediately. Interesting work and scope for applicant showing initiative.—Apply in writing, stating age, training, experience and salary required, to: Elie Mayouras, F.R.I.B.A., 13 David Mews, W.1. 14622

SITUATIONS VACANT

ARCHITECTURAL Metal Workers require a Designer-Draftsman of considerable merit. Top salaried position for skilled man.—Apply The Morris Singer Company, Hope House, Gt. Peter Street, Westminster, S.W.1. 10995

APPLICATIONS are invited for the appointment of Clerk of Works at the University of Wales, Aberystwyth, for the supervision of erection of Halls of Residence. Salary 13 ann. per week.—Applications, giving full details of experience, age, etc., together with copies of three recent testimonials, should be sent to the Architects, Sir Percy Thomas & Son, 10 Cathedral Road, Cardiff. 14617

GLoucestershire Architectural Draftsmen urgently required by large company manufacturing Factory-made Buildings for home and export. Fully experienced in the preparation of schemes and layouts, working drawings and specifications for contract negotiations.—Reply, with age, experience and salary required, Box 5110, The Architect and Building News. 14625

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W. L. CHINN, Director of Education,
Council House, Coventry.
22nd June, 1950. [4626]

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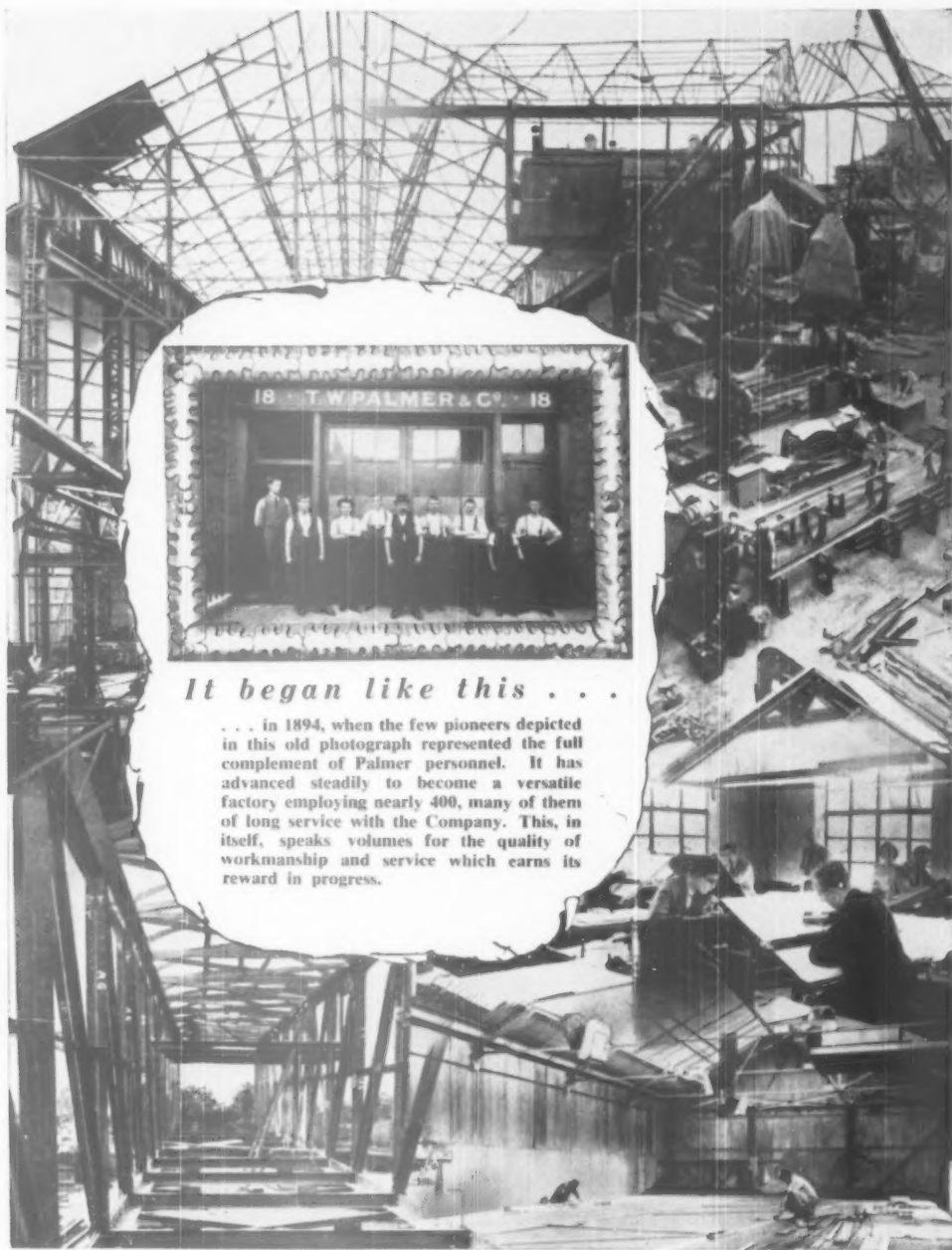
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